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INDIAN DRIVERS AT LOGGERHEADS.

Mohammedan and Sikh in Court Dispute.

A DEAL IN TYRES.

Two Indians, one a Mohammedan and the other a Sikh, and both are drivers of public motor cars, were protagonists in an action heard in the Summary Court this morning. Owing to His Honour, Mr. Justice P. Jacks, having to sit on a board of arbitration in Chambers, the case was taken by the Acting Chief Justice (Mr. Justice J. R. Wood).

The plaintiff, Kallanda Khan, sued Kartar Singh for the recovery of the sum of \$125, in respect of five motor tyres sold to defendant last year. Defendant denied owing the money, and counter-claimed against plaintiff in respect of \$200 alleged to be owing to him for teaching four pupils to drive a car.

Mr. F. C. E. Rendall appeared for the plaintiff, and defendant conducted his own case. The two cases were taken separately.

Sale of Tyres.

In the first case, Kallanda Khan said that he sold two lots of tyres to defendant. The goods were delivered in June and August last year. He did not receive payment for them, although he had pressed the defendant for it on many occasions.

Asked by his Lordship as to where he had obtained the tyres, plaintiff said that he was selling them for Wong Siu-woon. He was not paid a commission, but as defendant had asked him to obtain the tyres, he did so. Since defendant did not pay, he had already settled with Mr. Wong, and produced two receipts in support of his statement.

Defendant admitted buying only four tyres from plaintiff and averred that the price fixed was \$18 for each tyre. He, therefore, owed the plaintiff \$72 and against that he had paid \$36 on August 1, and another \$24 on August 15, 1929. There was a balance of \$12 owing, but as defendant had requested him to teach four Indians to drive, that amount was set off against the fees which he was to receive from plaintiff.

Alleged Threat.

Defendant further alleged that prior to the writ being taken out against him, plaintiff had threatened to sue him for the full amount, saying that "No doubt you paid me, but you got no receipt from me, and if I so desire I can get the full amount from you in Court." This was said in the presence of several Indian drivers in Chater Road. Defendant's reply to this was that if plaintiff could be so dishonest, he would take the money to the Mohammedan Mosque and place it on the Holy Koran. Plaintiff could then take the money from the Holy Koran if his conscience would allow him.

Noob Singh, another driver, corroborated this version of the story.

His Lordship held that he was satisfied that the tyres were sold to defendant at \$18 each, but as defendant had signed for five instead of four, the amount would therefore be \$90. As to which side of the story was more probable, his Lordship decided that he was more inclined to believe the story of the defendant. He would take it that \$80 had been paid, and would therefore give judgment against defendant for \$80 with costs.

The Counter-Claim.

The counter-claim was then heard. Kartar Singh, who became the plaintiff in this action, said that after he had paid the last instalment to defendant, there was a balance of \$12 due from him. Kallanda Khan said that he would take the money out from tuition fees which he would have to pay to plaintiff. Plaintiff alleged that defendant had informed him that he received

No. 27,602

HONG KONG, THURSDAY, SEPTEMBER 25, 1930. PRICE \$3.00 Per Month.

ESTABLISHED
1845

TO-DAY'S DOLLAR.—The closing rate of the dollar on demand, to-day was 1/8 1/4.

The China Mail



Dainty Glasses

N. LAZARUS
Ophthalmic Optician
13, Queen's Road Central.

TO INCREASE TRADE OF THE EMPIRE.

Trades Unions Hint to Imperial Conference.

ECONOMIC PROBLEMS.

London, Yesterday. On the eve of the Imperial Conference a joint memorandum by the Trades Unions Congress and the Federation of British Industries was addressed to the Prime Minister. It stresses the importance of increasing inter-Commonwealth trade and urges an early Commonwealth trade conference of an investigatory, advisory, and non-party nature, the members to be nominated by each Government of the Empire, but acting in a personal capacity and consisting of representatives of industry, agriculture, and finance, and both employers and employees.

The conference, it states, should ascertain the views of the Dominions regarding possible further reciprocal arrangements.

The conference should be a permanent part of the Commonwealth economic machinery and should meet before each Imperial Conference and submit views upon problems awaiting solution.

The Memorandum suggests also the creation of a permanent Commonwealth economic secretariat for all Imperial conferences on economic questions.—Reuter.

Not Spasmodic.

Ruby, Yesterday. In a memorandum presented by the Federation of British Industries jointly with the General Council of the Trades Union Congress to the Prime Minister, it is urged that at an early date as possible a Commonwealth Trade Conference should be held of an investigatory, advisory, and non-party nature. At this Conference every question affecting Commonwealth Trade should be brought under review.

The memorandum expresses the view that it should not be a spasmodic effect, but a permanent part of the Commonwealth economic machinery and should sit before each succeeding Imperial conference in question to study and submit its views upon problems awaiting solution.

The Memorandum also suggests that a Commonwealth Economic Secretariat should be established, formed of persons with economic and administrative experience and persons from all parts of the Commonwealth, to serve as permanent secretaries for all Imperial conferences for dealing with economic questions.—British Wireless Service.

COASTAL LIGHTS.

INTERNATIONAL CONFERENCE TO MEET IN LISBON.

BRITAIN REPRESENTED.

Ruby, Yesterday. The composition of the British Delegation to the International Conference and unification of buoyage and lighting of coast to be held at Lisbon on October 6, is announced. The delegation will be headed by Sir John Baldwin, British Wireless Service.

IMPERIAL CONFERENCE.

New York, Yesterday. Mr. Ramsay MacDonald's address at the opening of the Imperial Conference on October 1, will be broadcast all over the United States.—Reuter's American Service.

KWANGSI WAR.**LAST WARNING TO NANNING.****REBELS TO SURRENDER?**

Canton, Yesterday.

It will be remembered that, a fortnight ago, the Ironsides-Kwangsi allies, taking advantage of the Government troops encircling the Reds in Hunan, made another attempt to invade the southern sector of that province, by despatching Tang Song-ming in command of the advance column. Should Tang make a successful advance, the Kwangsi-Ironsides rebels would follow to enter Hunan by evacuating the whole Kwangsi province. However, Tang was again badly repulsed by the Hunan army in the battle of Ching-yang, and as a result, he was compelled to lead his remnants back to Kwei-lin.

Rebel Conference.

In receipt of the news regarding his allies—Yen Hsi-shan—evacuating Peking and Tientsin, which are taken over by the North-eastern troops, Li Chung-yan immediately summoned an important conference at Liuchow on September 20, with all officers above the rank of colonel in attendance. After a lengthy discussion, it is reported to have decided to send a delegate to the 8th Route Army, expressing their willingness to surrender. Among the important terms, the rebel generals Li Chung-yan, Pei Hsiung-hsi, Chang Fat-kwei and Wang Shao-hung will retire from politics and go abroad. It is learned that the Government leaders are now carefully considering this question.

Before reaching the point in allowing the rebels to surrender, the Government forces continue their advance toward Laipen, a strategic point of cardinal importance some 40 miles south of Liuchow, after they have succeeded in breaking through the rebels' line along Chinkiang. The brigade under Yeh Shao of the 59th division are attacking the north of Laipen; the Training Brigade under Yang Yam-wan co-operating with the regiment under Fan Teh-sing, attacking the front, while the regiments under Pang Lin-seng and Wang Chih-nan combining with the 1st newly organised division under Chau Wei-chun, attacking the left flank. Some 3,000 rebels now guarding the city are making every preparation to withdraw to Liuchow, and so Laipen is to be capitulated at any moment.

Warning to Inhabitants.

In order to avoid further destruction to the civilians which are now left in Nanning, the Yunnanese Commander Lu Han has given the last warning to them that they are to evacuate Nanning within five days, during which period, the Yunnanese troops will withdraw five li away from the city for their evacuation. After the time limit, the order of a general attack will be issued against the rebels.

Suppression of Reds.

Taking the opportunity of the temporary cessation of attack on Nanning, the Yunnanese Commander has despatched a division under Chu Cho to Yenlung, 40 miles beyond Pooh, for the suppression of the activities of Reds under Li Ming-shui. Fighting between the two opposing forces is reported to have taken place since September 20.—Canton News Agency.

GOLD SITUATION.

Geneva, Yesterday. The League Council has approved the Financial Committee's proposal to communicate an interim report on the gold situation to all members of the League and non-member States, and to draw their attention to the importance of the problem.

The Secretary-General of the League was authorised, in consultation with the Financial Committee, to investigate the question of improving the collection of statistics and information regarding the industrial uses of gold.—Reuter.

ed \$200 from each of the four Indians to whom he had promised to train. After teaching the men for a short time, defendant sold his vehicle and was, therefore, unable to continue giving them lessons. He requested plaintiff to take the men on, for which he would give plaintiff \$70 in the case of each of the three men who had some lessons, and \$100 for the other man who was entirely a novice. The total amount agreed upon was \$310. Against this amount \$12 was deducted from the deal in tyres, and \$98 paid in cash, leaving a balance of \$200, which formed the subject of the action.

The case is proceeding.

CAPTURE OF KAIFENG.**CITY SHELLED BY ARTILLERY.****REDS IN FLIGHT.****LOYANG IN A STATE OF SIEGE.**

Hankow, Tuesday.

With the capture of the Kien-feng Railway station on September 19, eight Nationalist divisions are now attacking Kaifeng city, which is fiercely bombarded by heavy artillery, and bombs dropped from six National planes. A portion of rebels have left Kaifeng and retreated disorderly in the direction of Chengchow, leaving a small contingent desperately to guard the city, the fall of which is imminent.

Nanking, Tuesday.

Mr. Koo Ling-pak, secretary of the State Council at the front, wires to Nanking that the Nationalists succeeded on Monday night in penetrating through the rebels' line of defence on Ping-Han and Lung-Hai, and that they are now close in pursuit of the rebels.

State of Siege.

Hauchow, Tuesday.

Loyang is now in a state of siege by the Nationalists under Yang Fu-cheng. The crack Can-

still fine.

The Royal Observatory's weather report, to-day, states: The anti-cyclone has passed into the Pacific.

Depressions are shown over S.E. Mongolia and to the W.S.W. of Tourane.

Forecast:—E. winds, fresh, moderating; fine.

Rainfall.

Rainfall to 10 a.m. to-day nil. Rainfall since January 1, 89.97 inches against an average of 74.23 inches.

Temperature.

The temperature at certain specified centres this morning at 6 o'clock was:

Hong Kong.....	76
Macao.....	76
Pratas Island.....	79
Manila.....	76
Foochow.....	70
Amoy.....	73
Swatow.....	72
Chefoo.....	66
Shanghai.....	65

office on Monday, Mr. Chien Chang-chao made the following statements:

Kaifeng Railway station has been occupied by the Nationalists and Kaifeng city is expected to fall; the peaceful control of Peking and Tientsin by the Manchurian troops; the collapse of the Peking Government; the conclusion of Honan war within a month; the suppression of bandits and Reds in Hunan.—Canton News Agency.

Headquarters Moved.

Peking, Yesterday.

The headquarters of the National Government, formerly Dr. Wellington Koo's house, is now being opened, but as the house is being restored to Dr. Koo the headquarters will be removed to the barracks near the Peking Union Medical College.

Fang Peng-jen, the chief representative of the National Government, is expected shortly.

The garrison commander, Chu Hsi-chun, having handed over, is leaving at midnight for Hankow. Yen Hsi-shan has appointed him commander of the guards along the Peking-Suiyuan railway.

The Manchurian authorities have advised the education authorities not to allow student demonstrations for the present as they might lead to disturbances.

Rebels Surrender.

Hankow, Tuesday.

The rebels under Wang Tai, who were designated to guard Hsueh-chang city, are reported to have surrendered to the Nationalists and the city falls into the hands of the Nationalists with little difficulty.

A Shanghai message claims that the Nationalists occupied Chengchow Railway station and Yungyang on Sunday. The rebels' communications and retreat have been cut; they are now in danger of being entirely annihilated.

Severe Fighting.

Hauchow, Tuesday.

As Marshal Chiang Kai-shek has ordered his Generals to capture Chengchow within five days, Generals Liu Chih, Ho Ching-chau and Chiang Kyawng-nei are personally directing the operations at the front. However, the Kuominchun are offering a stubborn resistance, taking this battle as the last gamble. A life and death struggle is now raging on all fronts.

A Big Victory.

Nanking, Tuesday.

At the newly memorial service held in the National Government

THEFT OF METAL.**TELEPHONE COMPANY'S LOSS.****MAN CAUTIONED.**

Employed by the Hong Kong Telephone Company in Nathan Road, for the past three years, Chan Wah was to-day charged before Mr. H. R. Butters with the larceny of some scrap telephone wire, the property of the company.

Accused pleaded: "I had no intention to steal." On September 23, there was a large quantity of small bits of lead, copper, and wire, and these were not wanted by the Company. They were selling it to the Hip Yick Marine store dealer. After they had sold it, there was a little left over, and I swept it up."

A Chinese detective said that he arrested accused opposite No. 180 Reclamation Street. He has about disposed of some wire at the Hip Yick Marine Store dealer. He admitted that he got the wire from the Telephone Company.

Mr. Charles Hatt, engineer, in charge, told his Worship that the wire, which was scrap, was usually kept in the stores. On September 23, they sold a lot of this wire to a marine store dealer, and the quantity in Court was evidently some of the lot which fell in the back lane. Accused had nothing to do with the wire. He was employed in the office as floor sweeper and window cleaner.

Mr. Butters (to accused): What is your salary?

Accused: \$24 a month.

His Worship: How long have you been employed? Three years.

His Worship: No trouble?

Mr. Hatt: No, Your Worship.

Mr. Butters: "Cautioned and discharged."

His Worship: Is this the largest batch you have had?

Sergeant Kellet replied in the

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Current Accounts opened in Local Currency and Fixed Deposits received for one year or shorter periods in Local Currency and Sterling. No terms will be quoted on application. Hong Kong, 1st April, 1930.

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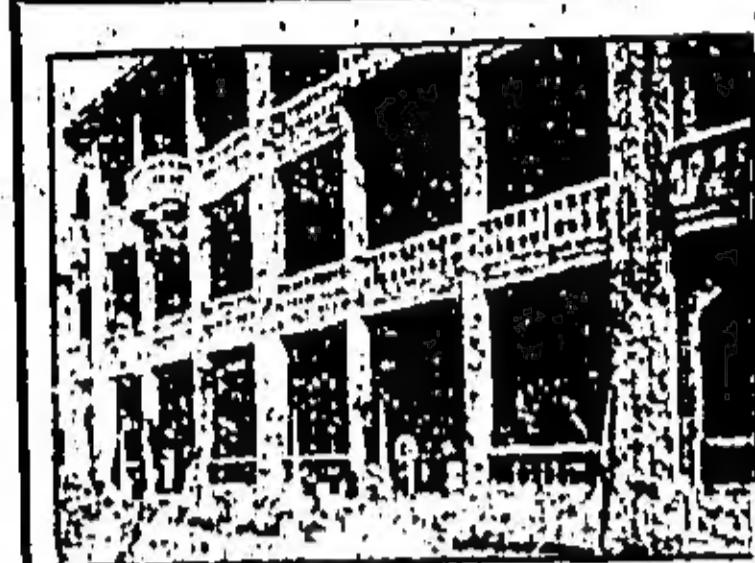
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Hong Kong, 19th Sept., 1930.

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On View from Wednesday, September 24, 1930.

Terms:—Cash on Delivery.

LAMMERT BROS., Auctioneers
Hong Kong, Sept. 20, 1930.

THE Undersigned have received instructions from The Registrar, Supreme Court, to sell by Public Auction.

ON FRIDAY, September 26, 1930, at 12 o'clock Noon, at their Sales Room, Duddell Street.

The Goods and Chattels of Metropole Hotel Annex of No. 7, Duddell Street.

Terms:—As Customary.

LAMMERT BROS., Auctioneers
Hong Kong, September 23, 1930.

THE Undersigned have received instructions from The Registrar, Supreme Court, to sell by Public Auction.

ON

FRIDAY, September 26, 1930, at 12 o'clock Noon, at their Sales Room, Duddell Street.

The Goods and Chattels of A. and P. Leong Hingke (Metropole Hotel) of No. 22, Ice House Street.

Terms:—As Customary.

LAMMERT BROS., Auctioneers
Hong Kong, September 23, 1930.

THE Undersigned have received instructions to sell by Public Auction.

ON

MONDAY, September 29, 1930,

commencing at 11 a.m.,

at No. 3, Amoi Villa, Kowloon.

A Quantity of
VALUABLE HOUSEHOLD FURNITURE.

On View from Saturday, September 27, 1930.

Terms:—Cash on Delivery.

LAMMERT BROS., Auctioneers
Hong Kong, September 24, 1930.

SPORT NOTICES

HONG KONG JOCKEY CLUB

THE SEVENTH EXTRA RACE MEETING will be held (weather permitting) at Happy Valley on SATURDAY, 27th September, 1930, commencing at 2 p.m.

The first bell will be rung at 1.30 p.m.

MEMBERS' ENCLOSURE

Members are notified that they and their ladies must wear their badges prominently displayed.

No one without a badge will be admitted to the Members' Enclosure.

Badges admitting non-members to the Members' Enclosure and Club Rooms at \$5 for Gentlemen and \$2 for Ladies, are obtainable through the Secretary upon introduction by a member, such member to be responsible for payment of all costs, &c.

Badges admitting to Members' Enclosure will not be on sale at the Race Course.

Members can obtain, upon application to the Secretary, badges (limited to two) for the free admission to the Members' Enclosure of wives, lady relatives and friends. Names must be stated when applying.

On no pretext will children be permitted in either Enclosure during the Meeting.

PUBLIC ENCLOSURE

The price of admission to the Public Enclosure is \$1 for all persons including ladies, and is payable at the Gate.

Soldiers and Sailors in uniform are admitted half price.

Bookmakers, Tic Tac men, &c. will not be permitted to operate within the precincts of the Hong Kong Jockey Club during the Race Meeting.

By Order,

C. B. BROWN,
Secretary.

Hong Kong, 20th Sept., 1930.

HONG KONG JOCKEY CLUB

DRAFT PROGRAMMES and ENTRY FORMS for the EIGHTH EXTRA RACE MEETING to be held on FRIDAY, 10th October and on SATURDAY, 11th October, 1930 (weather permitting) may be obtained at the Race Course, Hong Kong Club and Causeway Bay Stables.

Entries CLOSE at 12 o'clock Noon on THURSDAY, 2nd October, 1930.

Hong Kong, 19th Sept., 1930.

NOTICE.

ANNUAL GENERAL MEETING.

THE ANNUAL GENERAL MEETING of the Kowloon Football Club will be held in the Club Pavilion at 6 p.m. on TUESDAY, September 30, 1930.

By Order of the Committee.

JAMES SMITH,
Hon. Secretary.

Hong Kong, September 23, 1930.

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See Page 11 for Details.

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*REDUCED THROUGH TICKETS TO EUROPE VIA U.S.A. VARYING FROM £83 TO £120 ON SALE

SAN FRANCISCO via Shanghai, Japan Ports & Honolulu.

TAIYO MARU Sunday, 28th Sept. at 7 a.m.

CHICHIRU MARU Thursday, 9th October.

SEATTLE, VICTORIA via Shanghai & Japan Ports.

HIYO MARU Wednesday, 23rd October.

LONDON: MARSEILLES, ANTWERP, ROTTERDAM via

Singapore, Penang, Colombo, Suez.

YASUKUNI MARU Saturday, 4th October at 8 a.m.

HAKONE MARU Saturday, 18th October at 7 a.m.

SYDNEY & MELBOURNE via Manila & Ports.

AKI MARU Tuesday, 21st October.

KITANO MARU Tuesday, 18th November.

SHIMAYA via Singapore, Penang, & Colombo.

† MALACCA MARU Saturday, 27th September.

TANGO MARU Saturday, 11th October.

SOUTH AMERICA (West Coast) via Japan, Honolulu, Los Angeles, Mexico & Panama.

HEIYO MARU Tuesday, 30th September.

SOUTH AMERICA (East Coast) via Singapore, Cape Town & Ports.

KANAGAWA MARU Friday, 17th October.

NEW YORK, BOSTON via Panama.

† TOBA MARU Tuesday, 7th October.

LIVERPOOL via Port Said, Istanbul (Constantinople), Genoa.

† LIMA MARU Tuesday, 14th October.

CALCUTTA via Singapore, Peiping & Rangoon.

† TOKUSHIMA MARU Monday, 29th September.

† MUROHAN MARU Wednesday, 8th October.

SHANGHAI, KOBE & YOKOHAMA.

† NAGATO MARU (Moj direct) Monday, 29th September.

TAMADA MARU Monday, 29th September.

HAKOZAKI MARU Friday, 3rd October.

* Cargo only.

For further information apply to—NIPPON YUSEN KAISHA

Telephone 30291.

(Private exchange to all departments.)

O. S. K.

SAILINGS FROM HONG KONG SUBJECT TO ALTERATION.

LONDON, HAMBURG, ROTTERDAM & ANTWERP—via Singapore, Colombo, Suez and Port Said.

ALASKA MARU Friday, 10th October.

RIO DE JANEIRO, SANTOS & BUENOS AIRES—via Saigon, Singapore, Colombo, Durban & Cape Town.

BUENOS AIRES MARU Friday, 3rd October.

SANTOS MARU Friday, 31st October.

BOMBAY—via Singapore & Colombo.

HAVRE MARU Saturday, 4th October.

BORNEO MARU Sunday, 19th October.

DURBAN, LORENCO MARQUES, BEIRA, DAR-ES-SALAAM, ZAN-ZIBAR & MOMBASA—via Singapore & Colombo.

CALCUTTA—via Singapore, Penang & Rangoon.

BURMA MARU Friday, 3rd October.

SEATTLE MARU Saturday, 18th October.

VICTORIA, SEATTLE, TACOMA & VANCOUVER.

ARABIA MARU (from Shanghai) Thursday, 2nd October.

BELMOPAN—via Manila, Brisbane & Sydney.

BRISBANE MARU Monday, 6th October.

HAIKONG—via Hulow & Pakho.

NEW YORK—via Japan ports & Panama.

SANYO MARU Saturday, 25th October.

JAPAN PORTS.

GANGES MARU Friday, 26th September.

KEELUNG—via Swatow & Amoy.

HOZAN MARU Sunday, 5th October; Noon.

CANTON MARU Sunday, 12th October, Noon.

TAIKAO & KEELUNG.

KOHSO MARU Saturday, 11th October.

For further particulars please apply to—OSAKA SHOSEN KISHA

Tel. 28081.

M TAKEUCHI, Manager

WARSHIPS IN PORT

NORWEGIAN WHALING EXPEDITIONS

The following British warships are in harbour to-day:—
Caradoc—West wall dock.
Seraph—in dock.
Seamer—East wall.
Moth—in dock.
Sceptre—North arm.
Serapis—in dock.
Tamar—Basin.
Foreign.

Adamastor—Portuguese cruiser.
Patria—Portuguese gunboat.
Helena—American cruiser.
McCormick—American gunboat.

Ming Sang—Chinese gunboat.

Forty Norwegian whaling expeditions, carrying 10,000 men are expected to leave for Antarctic waters in the coming season.

The Norwegians will set out from Capetown probably in September,

and will sail right round Antarctica,

studying the movements of whales and making scientific observations.

It will not carry aeroplanes. One

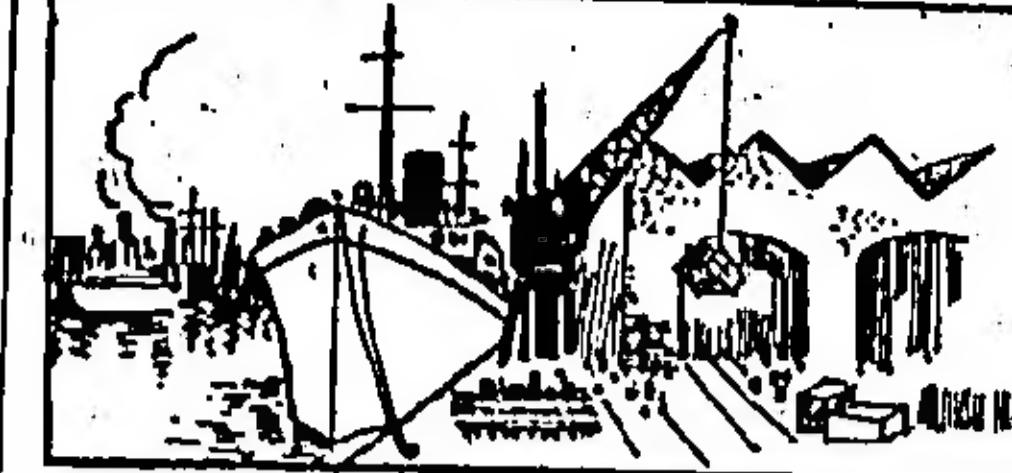
of the leaders of the expedition said

that he saw no reason against

claiming land for Norway. If any recom-

mendation of the Special Com-

missioner other members of the staff will be appointed by the



Shipping Intelligence.

CHINA MERCHANTS S.N. CO.

Regulations for Its Reorganisation.

ORDERS FROM NANKING.

Nanking, Sept. 17.

A mandate was issued yesterday by the State Council formally promulgating the Provisional Regulations governing the reorganisation of the China Merchants Steam Navigation Company which was adopted at the 92nd meeting of the Council.

The Regulations consist of 13 articles in all and provide for the creation of a Reorganisation Committee composed of nine members to be selected and appointed by the State Council and a General Administration Office to be placed under the control of a Special Commissioner.

The Committee will be the highest deliberative and supervisory organ while the Administration Office will devote itself solely to the administration of the Company.

The Regulations.

Following is a full translation of the Regulations:

Article 1.—For the purpose of reorganising the China Merchants Steam Navigation Company for development of navigation of the country and in compliance with a resolution adopted at the 2nd Plenary Session of the 3rd Central Executive Committee, the State Council shall specially establish a Committee which will be responsible for supervision and direction, and a General Administration Office to be placed under a Special Commissioner, which will take charge of the reorganisation and administration of the Company.

Article 2.—The following matters shall be decided upon at the meetings of the Committee:

1.—Formulation of navigation policies.

2.—Establishment and abolition of subordinate organs.

3.—Sanction of rules and regulations governing the appointment, dismissal, security of tenure and duties of the staff members.

4.—Increase of capital and the adjustment of matters relating to the shares of the Company.

5.—Examination and sanction of budgets and financial statements.

6.—Disposal of profits.

7.—Liquidation of debts owed by and to the Company.

8.—Conclusion and abrogation of contracts and agreements.

9.—Custody and habilitation of the properties of the Company.

10.—Other important matters.

Committee of Nine.

Article 3.—The Committee shall consist of nine members, to be selected and appointed by the State Council with one of the members designated as the Chairman.

Article 4.—The General Administration Office under the Special Commissioner shall administer all affairs pertaining to the reorganisation and administration of the Company.

Article 5.—The Special Commissioner may from time to time attend the meetings of the Committee to make reports on the business conditions of the Company and submit his recommendations.

Article 6.—The Committee shall have a Secretariat to take charge of all general affairs of the Committee; a General Auditing Department to take charge of the auditing of the receipts and disbursements of the Head Office, branch offices and other subordinate organs of the Company and all matters pertaining to the examination and preparation of budgets and financial statements;

a Planning (Ways and Means) Sub-Committee to discuss and formulate plans for the financial rehabilitation of the Company. The Chief Secretary, Secretaries, Chief of the General Auditing Department, members of the Planning Sub-Committee and all other subordinate staff members shall be appointed by the Committee.

Article 7.—The General Administration Office shall have a Secretariat and a number of Sections to take charge of all administrative matters of the Company. Appointment of the Chief Secretary, Secretaries, Sectional-Chiefs, Directors, of the Branch Offices and Heads of the various subordinate organs shall be considered and made by the Committee upon the recommendation of the Special Commissioner.

The P. & O. S. S. Kashgar left Shanghai for this port on September 23 at 3.30 pm., and is due here on September 26 at about 5 a.m.

The Ben Line s.s. Renovirch from Middlebrough, Antwerp, London and Straits left Singapore for this port on September 24 and is due to arrive here on September 26.

Special Commissioner and reported to the Committee for record. Foreign Experts.

Article 8.—The Committee may engage legal advisers for consultation and performance of all legal matters.

Article 9.—For navigation, accounting and other technical work, the General Administration Office may engage the services of foreign experts and specialists.

Article 10.—The Committee shall, once every half-year, submit to the State Council reports on the business and economic conditions of the Company as well as plans for its development. Whenever necessary, the State Council may dispatch special deputies to make investigations and audit the accounts.

Article 11.—Regulations governing the organisation of the Committee, Rules governing the meetings of the Committee, Regulations governing the organisation of the General Administration Office and the Branch Offices together with Rules of Procedure, and the Rules governing the auditing of accounts shall be separately formulated.

Article 12.—For any matters not provided for in these regulations, the Committee may petition the State Council for necessary revisions.

Article 13.—These regulations shall come into force on the day of their promulgation. —Kuo Min.

ARRIVALS OF SHIPS.

Tuesday, September 23. Hellas, Norwegian str., 1,114 tons, Capt. J. Davidson from Hobart, buoy No. C46.—Thoresen & Co.

Tetsuzan Maru, Japanese str., 1,241 tons, Capt. K. Murakami, from Canton, buoy No. B53.—Wada Jimusho.

Toyo Maru No. 6, Japanese str., 1,301 tons, Capt. E. Takeuchi, from Swatow, buoy No. B50.—Wada Jimusho.

Wednesday, September 24. Athelsultan, British str., 5,259 tons, Captain H. Jones, from Samrang, Private Wharf—Pure, Cane Molasses & Co.

Bintang, Danish str., 1,725 tons, Capt. H. Halling, from Hobart, buoy No. C39.—John Manners & Co.

Corona, Norwegian str., 1,953 tons, Capt. E. Stormer, from Ching-wang-tao, Laichikok—Doddwell & Co.

Deli Maru, Japanese str., 1,292 tons, Capt. E. Sanada, from Canton O.S.K. Wharf—O.S.K. Emp. of Japan, British str., 15,725 tons, Captain S. Robinson, C.B.E., R.D., R.N.E., from Vancouver, Kowloon Wharf—C.P.S.

Glenamoy, British str., 4,666 tons, Captain C. E. Hornan, from Shanghai, buoy No. A3.—J. M. & Co.</

THURSDAY, SEPTEMBER 25, 1930.

THE CHINA MAIL.

P. & O.-British India Apcar and Eastern & Australian Lines

(COMPANIES incorporated in ENGLAND).
MAIL AND PASSENGER STEAMERS.

TAKING CARGO FOR

BRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF,
WEST INDIES, MAURITIUS, EAST AND SOUTH AFRICA.
AUSTRALASIA, INCLUDING NEW ZEALAND AND
QUEENSLAND PORTS, AND RED SEA, EGYPT,
CONSTANTINOPLE, GREECE, LEVANTINE
PORTS, EUROPE, &c.PENINSULAR & ORIENTAL FORTNIGHTLY
DIRECT ROYAL MAIL STEAMERS.
(Under Contract with H.M. Government.)

S. S.	Tons	From Hong Kong About	Destination
KASHGAR	9,005	27th Sept. Noon	Marselles, London, Hull, Rotterdam & Antwerp.
MALWA	10,980	11th Oct.	Bombay, Marselles & London, Strait, Bombay & London.
*MIRZAPORE	6,715	15th Oct.	Marselles, London, Hull, Rotterdam & Antwerp.
*KHYBER	9,114	25th Oct.	Bombay, Marselles & London, Rotterdam & Antwerp.
MACEDONIA	11,120	8th Nov.	Marselles, London, Hull, Hamburg, Rotterdam & Antwerp.
*NAGPORE	5,283	15th Nov.	Marselles, London, Hull, Hamburg, Rotterdam & Antwerp.
*KARMALA	9,128	22nd Nov.	Marselles, London, Hull, Rotterdam & Antwerp.
RAWALPINDI	16,610	6th Dec.	Bombay, Marselles, & London, Rotterdam & Antwerp.
KALYAN	9,144	20th Dec.	Marselles, London, Hull, Rotterdam & Antwerp.
LAHORE	5,304	27th Dec.	Marselles, London & Hull.
RANCHI	10,650	3rd Jan.	Bombay, Marselles & London.
JEYPORE	5,518	10th Jan.	Marselles, London, Hull, Rotterdam & Antwerp.
KASHMIR	8,985	17th Jan.	Bombay, Marselles & London.
COMORIN	15,182	31st Jan.	Bombay, Marselles & London.

*Cargo only. +Calls Casablanca.
Frequent connection from Port Said for Passengers and Cargo to
Constantinople, Piraeus, Smyrna and other Levant Ports by steamers of the
Khedivial Mail Steamship Co.

BRITISH INDIA-APCAR SAILINGS.

S. S.	Tons	1930	From Hong Kong	Destination
TAKADA	6,949	3rd Oct.	Singapore, Penang & Calcutta.	
TILAWA	10,008	23rd Oct.	Singapore, Penang & Calcutta.	
TALAMBA	8,018	12th Nov.	Singapore, Penang & Calcutta.	

BI. Apcar Line steamers have excellent accommodation for 1st
and 2nd class passengers. All steamers are fitted with wireless and
carry a qualified surgeon.

EASTERN & AUSTRALIAN SAILINGS (South).

S. S.	Tons	1930	From Hong Kong	Destination
ST. ALBANS	4,500	3rd Oct.	Manila, Thursday Island, Townsville, Brisbane, Sydney & Melbourne.	
NELLORE	6,553	31st Oct.		
TANDA	6,056	5th Dec.		

Regular monthly sailings from Hong Kong to Shanghai, and Japan
and Hong Kong to Australia.
The E. & A. S.S. Co., Ltd., steamers will also call at Iloilo,
Cebu, Koloanbagan, Tawau, Tinor, Darwin, or other ports en route as
indicated offers.Frequent connections from Australia with the following:
The Union S.S. Company's steamers to the United Kingdom via New
Zealand, Vancouver, San Francisco, etc.

The P. & O. Royal Mail steamers to London via Suez Canal.

The P. & O. Branch Service of steamers to London via the Cape.

The New Zealand Shipping Company's steamers for Southampton and
London via Panama Canal.

SAILINGS TO SHANGHAI & JAPAN.

S. S.	Tons	1930	From Hong Kong	Destination
KHYBER	9,114	25th Sept. Noon	Shanghai, Moji, Kobe & Yokohama.	
TILAWA	10,006	2nd Oct.	Amoy, Shai, Moji, Kobe & Osaka.	
NELLORE	6,853	7th Oct.	Shanghai, Moji, Kobe & Y'hama.	
MOREA	10,954	10th Oct.	Shanghai, Moji, Kobe & Yokohama.	
*KIDDERPORE	5,334	11th Oct.	Shanghai, Moji, & Kobe.	
KARMALA	9,128	20th Oct.	Shanghai, Moji, Kobe & Yokohama.	
BENALLA	5,018	22nd Oct.	Amoy, Moji, Kobe & Osaka.	
TALAMBA	11,120	23rd Oct.	Shanghai, Moji, Kobe & Yokohama.	
MACEDONIA	5,304	5th Nov.	Shanghai, Moji, Kobe & Yokohama.	
LAHORE	16,610	7th Nov.	Shanghai, Moji, & Y'hama.	
RAWALPINDI	9,050	11th Nov.	Shanghai, Moji, Kobe & Yokohama.	
TANDA	9,144	22nd Dec.	Shanghai, Moji, Kobe & Yokohama.	
KALYAN	16,650	5th Dec.	Shanghai, Moji, Kobe & Yokohama.	
RANCHI	8,985	20th Dec.	Shanghai, Moji, Kobe & Yokohama.	

*Cargo only.

All dates are approximate and subject to alteration without notice.
WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.Passenger for Rangoon must defray their own Hotel expenses at
Singapore while awaiting the on-carrying steamer.

All Cabins are fitted with Electric Fans free of charge.

Steamers on London and Australian Lines are fitted with Laundry.

Parcels measuring not more than 2½ ft. x 2 ft. x 1 ft. will be received
at the Company's Office up to Noon on the day previous to sailing.

For further Information, Passage, Freight, Handbooks, etc. apply to—

MACKINNON, MACKENZIE & CO.,
P. & O. Building, Connacht Rd. C, Hong Kong.

Agents.

Estimates furnished on application.

Hong Kong, April 1, 1930.

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Hong Kong, April 1

"RESORCIN"
THE HAIR LOTION

FOR MEN.

Delightfully soothing, and contains those antiseptic and germicidal properties specially suitable for this climate

MAY BE HAD

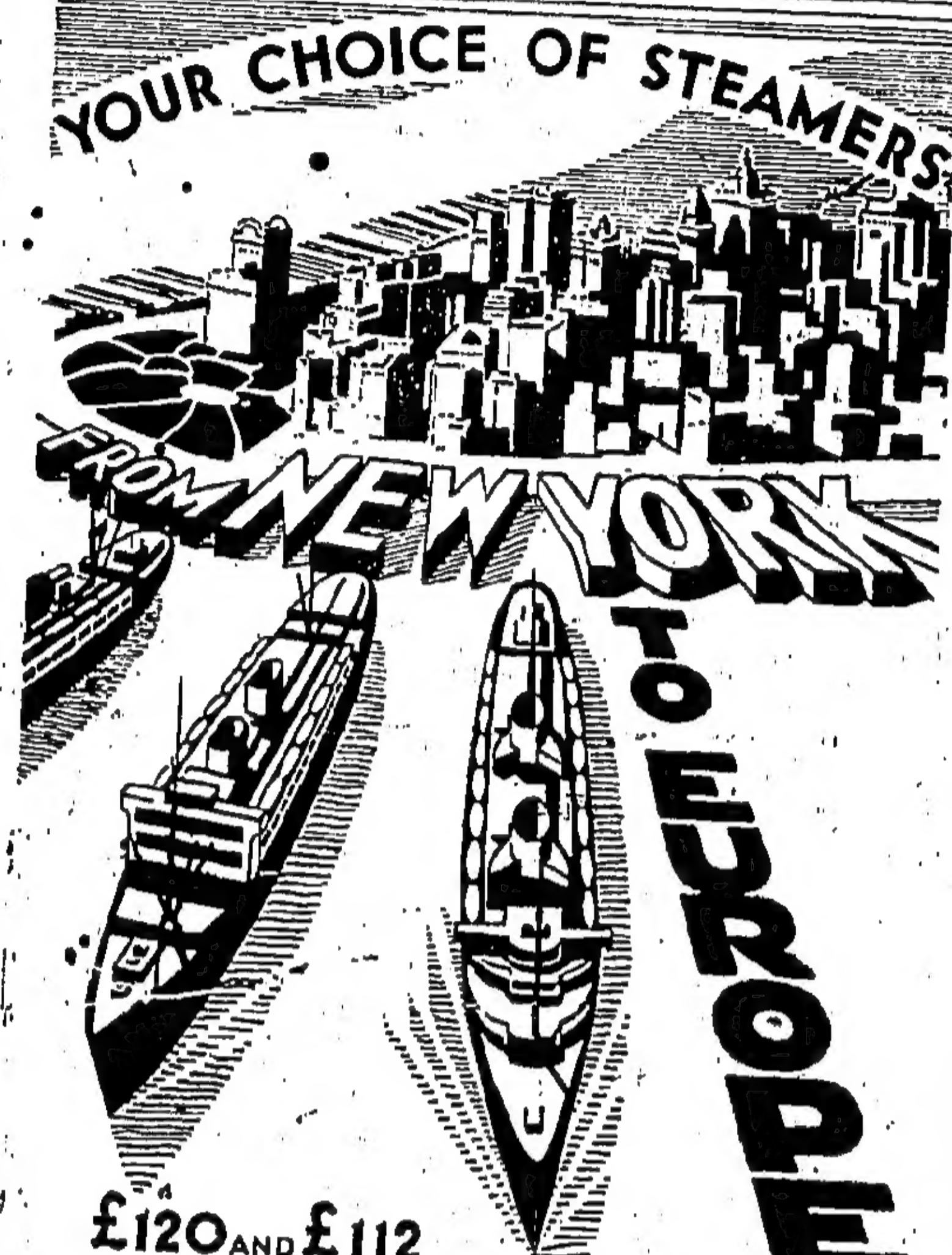
WITH OR WITHOUT OIL per bottle \$1.50

"DULCIPEL"DAINTY DUSTING POWDER.
Preserves the natural sweetness and freshness of the skin. A delicate antiseptic for preventing and eliminating the odour of perspiration. Invaluable as preventive of sore and blistered feet.

IN ELEGANT TINS, 75 cts.

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**USING PRESIDENT LINERS
ACROSS THE PACIFIC**

ANY AMERICAN OR CANADIAN RAIL LINE ACROSS THE CONTINENT

**DOLLAR STEAMSHIP LINES
AND AMERICAN MAIL LINE****G. FALCONER & CO. (HONG KONG) LTD.**
WATCHMAKERS & JEWELLERS
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Agents for—ADMIRALTY CHARTS,
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AN UNUSUAL OPPORTUNITY

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enjoying the advantages of carefully prepared shore excursions at ports of call under direction of the American Express Company.

LEAVING HONG KONG AT 5.00 P.M.
OCTOBER 28th, 1930.

Vessel will call at

MANILA, BANGKOK, SINGAPORE,
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WELLINGTON, AUCKLAND, SUVA,
PAGO PAGO.

Arriving at HONOLULU December 14

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Include all sightseeing expenses at intermediate ports. Desirable accommodations available at all ports.

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WHITEAWAYS**NEW FELT HATS****THE "TUDOR"**

SOFT FELT HAT

**THE "TUDOR"**

This hat is specially made for us. Entirely British. Smart Style. Snap Edge Brim. New shades. All Sizes.

NOTE

PRICE

\$6.50

THE "STYLEX"

A nice light weight felt hat with smart snap edge brim. Nice lining and grease proof crown. New shades of Cuba and grey. All sizes.

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SUPERIOR QUALITIES \$13.50 to \$25.50.CALL AND INSPECT
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HONG KONG.**The China Mail**

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Overland China Mail

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Hong Kong, Thursday, Sept. 25, 1930.

A GOLD STANDARD

The recommendation contained in the interim report of the gold delegation of the League of Nations Financial Committee, reported in the *China Mail* yesterday, that countries which have not yet stabilised their currencies should adopt a gold standard, and that there should be an international agreement for lowering the legal minimum of gold cover against notes, opens a fresh aspect of the discussion which has been agitating the minds of financiers and business men ever since the recent economic depression began.

The theory of the gold standard rests on the principle that one metal is a better criterion for measuring values than two, since the fluctuations which occur by the substitution of one metal for the other are certain to be disturbing. There is the further difficulty that no ratio can be permanently fixed between two metals, as their values must vary with the alterations in production.

(4) The fixed ratio provides a stable par of exchange between silver-using and gold-using countries, though universal bimetallism would remove this distinction.

The establishment of a world currency would be facilitated by allowing both metals a well-defined relation. Its working depends on the area of operation, it must be "international," and the States composing the union must be "Great Powers" in the monetary sense. Otherwise, their action would be comparatively ineffective.

The crucial difficulty has been the determination of the common ratio. The risk of failure in carrying out the policy has proved a deterrent to such great economic powers as Great Britain, and Germany, who are in possession of the gold standard.

Its practical failure has resulted partly from political conditions, partly from the removal of most of the difficulties which it was

intended to meet by the subse-

quent economic development. The proposal for a joint standard formed by using a unit in which the two metals are combined has the advantage of escaping the risk of failure to maintain the ratio, for it makes the employment of both silver and gold essential. Its influence in causing stability is also likely to be greater; but it is open to the danger that a shortage of one metal would not be compensated by the abundance of the other. The further advantage that it does not need international agreement (for each country could settle its own combination) is counterbalanced by the strangeness of the plan and by its necessitating the use of representative money. The suggestion of "goldoid" coins on the model of the Greek electrum would hardly be acceptable.

News in Brief.

One case of typhoid fever—a Chinese in Kowloon—was notified yesterday.

Cinema lovers are advised to read "Talks" in to-morrow's *China Mail*—a feature specially written for this paper and published every Friday.

The Eastern Extension Australasia & China Telegraph Co. Ltd., state that normal working with Shanghai and beyond has been re-established.

A Chinese, alleged to have been responsible for the murder of the mistress of an undesirable house in Swatow Lane on the morning of July 11, has been arrested in Macao. He will be brought before the Central Magistracy to stand his preliminary trial.

A licensed hawker, who has his pitch in Sutherland Street, was yesterday taken to the Government Civil Hospital suffering from severe stab wounds on the body and head, alleged to have been inflicted by another Chinese man. The assailant is in custody.

A Chinese female, named Wong Ng-heung, attempted to commit suicide by jumping into the harbour from the Ferry Man Sang yesterday whilst the boat was on its way from Hong Kong to Mongkok. A seaman, Tam Shing, rescued the woman, who was taken to the Kwong Wah Hospital.

A travelling trader named Chang On, living at 29, Hing Loong Street, has reported that, about 5.30 this morning, whilst he was asleep, a fokl stole from him a purse containing \$185. The trader states that he seized the man, when he woke up on being robbed, and a struggle ensued, but the fokl escaped with the money.

UNLUCKY "ANGLER."**SIX WEEKS FOR OLD OFFENDER.**

A dry-land "fisherman" who absconded from the ground floor of No. 46, First Street, with the aid of a bamboo "rod," paid the penalty at the Central Magistracy this morning. He was seized by a district watchman when in the act of donning the coat, and later admitted the charge.

Mr. R. E. Lindsell, looking over defendant's record, remarked, "You are apparently an old offender and a banhee returned to the scene of your former activities. Six weeks!"

MRS. MACDONALD.**FUNERAL AT HAPPY VALLEY.**

The funeral of Mrs. Macdonald, who died yesterday morning, took place at the Protestant Cemetery yesterday afternoon, the Rev. H. V. Koop officiating.

Many friends attended, including members of the staff of Messrs. Jardine, Matheson & Co. Ltd., where Mrs. Macdonald's son is employed in the Insurance Department.

Among the many floral tributes sent were those from the following:

Tom Ness, Osie and Ian Wilfie, Jenny and Alastair, Aunt Mary and Son, Hilda, Ian, Jean and David, Mr. and Mrs. Evans and Messrs. P. E. Macdonald, N. L. H. Raitton, W. W. Mackay, J. P. Tong, Harry Hong Sling, U. S. King, Bo Liang, A. J. Heard, K. C. Lau, W. Brackenridge, F. G. H. Peter Todd, H. C. Lee and M. H. Li, Peter Todd, Messrs. Jardine, Matheson & Co. Ltd., members of the Foo Wan, and Hong Kong Fire Insurance Co. Ltd., and Canton Insurance Office.

By far the most unfortunate misapprehension in our report yesterday, Mrs. Macdonald was described as the wife of Mr. Macdonald of Jardine, Matheson & Co. We wish to express our sincere regret for the error and for any pain we may have caused by it.

Most of the objections to the intended to meet by the subse-

EXTRALITY.**TRILATERAL CONFERENCE DENIED.****SPECULATIONS INCORRECT.**

Nanking, Yesterday. Interviewed by Reuter concerning a report from Washington regarding a trilateral extrality conference between China, Great Britain and the United States, the Foreign Minister, Mr. Wang, declared that the report was groundless, adding that the Simon-British discussions on the subject were being conducted between Mr. Wang and Sir Miles Lampson, while those between China and the United States will be resumed between the State Department at Washington and the Chinese Minister, Mr. C. C. Wu, when the latter returns from Geneva.

Mr. Wang characterised the recent speculations regarding the terms of the British reply to China's extrality proposals as incorrect, stating that the British counterproposals were still under consideration by the National Government.—Reuter.

SHOT DEAD:**FEUD BETWEEN U.S. FINANCIERS.****ASSAILANT'S SUICIDE.**

Baltimore, Yesterday. Mr. Maxwell Byers, President of the Western Maryland Railway, was found shot dead and Mr. Dudley Gray, Vice President, seriously wounded in the Company's board room. Mr. Gray died later.

The two had been at loggerheads for some time regarding certain litigation in which the Company was involved. The argument developed into a furious revolver fight in which five shots were fired.

Baltimore, later. At the inquest on the bodies of Mr. Maxwell Byers and Mr. Dudley Gray the jury came to the decision that Byer was shot dead by Gray who then committed suicide.—Reuter's American Service.

OLD MAHOUT.**DEATH OF BOER WAR GENERAL.****SALONICA SERVICE.**

London, Yesterday. The death is announced of General Sir Bryan Mahon.—Reuter.

[Bryan Thomas Mahon, the British General, was born at Belleville, Galway, Ireland, in April, 1862. Obtaining a commission in the 8th Hussars in 1883, he was soon afterwards sent to India. Transferred to Egypt in 1893, he took part in the Dongola expedition against the Dervishes, winning the D.S.O. He also served during the further advances into the South, including the capture of Khartoum, and gained his brevet colonelcy.

In the South African war, the chief task allotted to him was the relief of Mafeking, which had been besieged by the Boers for some months.

Possibly other houses will be erected before next Summer, as there is quite a revival of interest shown in this Summer resort.

The season has passed without any serious typhoon or accident. One small boy ended up his holiday by breaking a bone in his forearm, and others got a few cuts and bruises. To the departing visitors we say good-bye and come again.

LADY INJURED.

As a result of a collision between a motor-cycle and a motor lorry, Mrs. M. Reynolds, of 25, Prince Edward Road, Kowloon, was taken to Kowloon Hospital with minor injuries yesterday.

The accident occurred in Nathan Road, near Saigon Street, when the cycle ran into the Standard Oil Co.'s lorry, which was turning into the side street.

The driver of the motor cycle was Mr. J. Pearce, who resides at Prince Edward Road. Mrs. M. Reynolds (his sister) was on the pillion seat.

The latter was thrown heavily to the ground and received injuries to her face and arms. Mr. Pearce was also cut about the arms and legs, a toe of one foot being broken. The motor cycle was totally damaged.

Ten Years Ago.

[From the "China Mail" of September 25, 1920.]

To-day's dollar is worth 4/3 1/4.

"A Sport" has forwarded to the "China Mail" two natty silver cups for the events suggested by him and included by the Committee of the V.R.C. in the programme of their annual Aquatic Sports meet.

The cups have been forwarded to Mr. R. C. Witchell, Hon. Secretary of the Club.

CHEUNGCHAU NOTES**MISSIONARIES' MOONLIGHT BATHING.****BEACH PICNIC JOYS.**

[From Our Own Correspondent] Cheung Chau, Monday. To begin with, forthcoming events, towards the end of this month, the Annual Sports, in connection with the local Government School, will be held on the C.C.R.A. ground. This is, usually a Spring event, but was postponed this year till the Autumn. Subscriptions for the prize fund have been collected from residents and visitors.

Arrangements have been made by members of several Hong Kong churches to hold another treat on the island. The main subject of the meeting is "Power in the Church and its Members," commencing on Thursday, October 9. The visitors return to Hong Kong on Monday.

As regards past history, the chief social event was a beach picnic, termed by American friends a Weiner roast. Bonfires were lit and sausages were roasted on the ends of thin bamboo sticks. Buttered rolls took the place of plates and the "Hot Dog" trade was very brisk. Later, marshmallows were also roasted and added variety to the repast. Some indulged in a moonlight bathe and finished a very enjoyable evening with a sing song, in which all took part. On thanks are due to Mrs. Ray and other members of the social Committee who organised and worked hard to make this final event a success.

In spite of the wet weather and the departing of more than one household, a service was held under the leadership of the Rev. C. H. Lewis, and in the morning the closing meeting of the Adult Bible Class was conducted by the Rev. J. C. Mitchell.

Yesterday the service was held under more favourable conditions and a thoughtful sermon was delivered by the Rev. W. Stott, one of the recently arrived refugees from the city of Nanking. Some report of their thrilling experiences have appeared in the local papers.

Late Arrivals. A few late arrivals will be staying on this month, but the number of visitors is rapidly dwindling. Among the departures may be mentioned the Rev. Lowe and family, who will not be with us next Summer, as they will be living in Shanghai. The Rev. and Mrs. Jaffray went off on an extended Missionary tour to Borneo, where a promising work has been begun among the wild tribes of that island. Work is also being done among the Chinese nearer the coast.

Booking

FIGHTING THE FLAMES.

Foamite Put to Severe Tests.

OIL PIT ON FIRE.

Science, with the advance of Father Time, has brought about a successful invention in the form of a fire extinguisher known as the Foamite Firefoam. Although this compact little fire fighting apparatus could be seen nearly everywhere in Hong Kong, it had until yesterday afternoon, never been demonstrated to the public.

The demonstration took place at 3.30 o'clock, on the reclamation ground just at the rear of the Wan Chai Fire Brigade before a large crowd of interested spectators, which included the Hon. Mr. E. D. C. Wolfe, Inspector General of Police; Mr. H. T. Brooks, Superintendent, Fire Brigade; and a large number of leading representatives from oil companies, steam ship lines, and industrial concerns.

A minor test with the aid of the hand extinguisher was first made on a pile of wood by Mr. P. Matthis, representative of the Foamite Firefoam, Ltd., London, an affiliate of the American La France and Foamite Industries, Ltd., represented in Hong Kong by Messrs. Dodwell & Co.

The pile of wood was set on fire and while it was blazing away merrily, the foam was turned on, and in less than five seconds, the mass of burning wood was enveloped in a thick foam and the fire completely extinguished.

Spectacular Blaze.

A bath tub containing petrol was then set alight, and this was also successfully put out with the hand extinguisher. Then came the supreme test. A pit measuring 12 feet in diameter which had been filled with about 120 gallons of waste oil, petrol and kerosene, was then set on fire. The blaze was a spectacular one, and the volume of black smoke emitted from the pit darkened Wan Chai, but only for 22 seconds.

A hose shooting out foamite was turned on the blazing pit and as the foam spread over the lighted oily surface, the fire died down, and in 22 seconds, the big conflagration, which no amount of water could ever put out, was no more.

The hose was used in conjunction with a fire engine for the purpose of supplying water at 100 lb. pressure to the generator. One end of the hose was connected to the engine, and in the middle section was the generator. Into the top of the generator a huge funnel was affixed and as the water rushed through the generator it created a vacuum which caused suction down the funnel and, by means of pouring Foamite powder into the funnel, it was drawn into the water stream and ejected at the nozzle on to the burning object.

Demonstration Convincing.

In effect, the water merely acts as a carrier for the powder. The powder falls on the flames and effectively extinguishes them by blanketing them with what can best be described as a layer of sticky mud six inches thick. Once the Foamite Firefoam hits it sticks and it is impossible for flames to exist.

The demonstration was altogether very convincing and it was certainly proved that fire has no chance against it.

The powder is contained in tins, each of which holds 50 lb. and it took less than one tin to put the oil pit flames out. The generator demonstrated, which is model 15, can deliver 500 gallons of foam per minute and takes 90 lb. of powder per minute.

Portable and Flexible.

The apparatus for manual use is absolutely portable and flexible and is recommended for general use around factories, oil refineries, godowns, in ships, and wherever a large volume of Firefoam may be required. It may also be used as fixed generator installation with suitable pipe lines and Foamite delivery chambers for the protection of tanks, oil tankers and other special risks. Many oil companies have installed systems of this type for their refineries, oil tank farms, etc.

The Firefoam system of fire-fighting was first developed by the Foamite laboratories and the apparatus and appliances are now manufactured in their works both in Britain and America.

Messrs. Dodwell & Co. Ltd., in Hong Kong and their Branches, in various parts of China, are specialising in Foamite equipment and will be pleased to furnish any information desired.

A fatal accident is reported from Aberdeen, when a junk girl named Kwoi Chak-tai, 16 years old, was run over and killed by a motor bus belonging to the Aberdeen Bus Company. The accident occurred on the main road at Aberdeen, near the docks.

ROUND THE CINEMAS

FIFI AND YOLA'S COMEDY SISTER ACT.

"HOT FOR PARIS."

One of the principal players in Raoul Walsh's new Fox all talking Movietone picture, "Hot For Paris," Yola D'Avril, appears as the sister of Fifi D'Orsay. Both are Parisians.

The completed cast for this rollicking, adventurous love story includes: Victor McLaglen; Miss D'Orsay, El Brendel, Lenox Pawle, August, Tollure, Charles Judels, George, Fauteux, Eddie Dillon, Rosita Martini, Agostino Borgato, Polly Moran, Miss D'Avril, and a number of others, equally prominent on stage and screen.

Billy K. Wells, who wrote the dialogue for that previous big Fox hit, "The Cock-Eyed World," also wrote the dialogue for "Hot For Paris."

A number of rippling songs in this feature, which will come to the Queen's Theatre to-morrow were written and composed by Walter Donaldson and Edgar Leslie.

"THE FLEET'S IN!"

What do sailors do when on shore leave?

"The Fleet's In!" starring Clara Bow, depicts in a novel manner what a large percentage of "tars" do the minute they touch shore after a long routine training cruise at sea.

The majority of the scenes in the picture will interest ex-Service men beyond their appeal as entertainment, for they will recall memories of these all-too infrequent hours on shore, away from the discipline of naval training.

"I found the most popular form of entertainment for sailors was dancing. The dancing ability of the sailor is traditional beginning from the time of the 'hornpipe.' The dance has undergone at transition in modern times and the sailors are just as adept at all the modern dances as anyone else. I also found that in nearly every sea-coast city, dance halls flourish for the entertainment of sailors on shore leave. I have incorporated all those things in Miss Bow's picture, and I believe we have reproduced these important incidents in the lives of our sailors with realistic atmosphere," said St. Clair, the director of this picture.

Miss Bow's role in her new picture is that of a dance hall hostess.

It is her duty to encourage the sailors to buy as many dance tickets as possible.

The role gives her opportunity to give vent to her characteristic mannerisms which have brought her to the highest pinnacle of screen fame.

James Hall and Jack Oakie have the leading parts opposite the star.

They are the chief figures of an

intense rivalry swirling about the funnel and, by means of pouring

Foamite powder into the funnel, it

was drawn into the water stream and ejected at the nozzle on to the burning object.

Demonstration Convincing.

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the docks.

AUTHOR RECTOR DEAD.

CLERIC WHO WROTE HUNDREDS OF BOOKS.

NOTED ANTIQUARIAN

London, Yesterday. The death took place to-day at the Rectory, Barkham, near Wokingham, Berks, of the Rev. Peter Hampson Ditchfield, M.A., F.S.A., F.R.S.L., F.R.H.S., Hon. A.R.I.B.A., the well-known author and archaeologist.—Reuter.

[The Rev. P. H. Ditchfield had been Rector of Barkham since 1886. He was born at Westhoughton, Lancs., in 1854, and was educated at the Royal Grammar School, Clitheroe, and Oriel College, Oxford. He was ordained in 1878, and was appointed Grand Chaplain of Freemasons in 1917 and of Marl Masons in 1918.

He served with the Berks Yeomanry in 1917. He was the author of hundreds of books on all kinds of subjects, as the following titles of a few will indicate: "Romance of Mathematics"; "The England of Shakespeare"; "Old English Customs"; "London's West-End"; "Cathedrals of Britain"; and "Handbook to Gothic Architecture." The great majority of his works were little better than well-written guide books, but he possessed a charming style and was an undoubted authority on antiquarian and folkloric subjects. He was at one time Editor of the Journal of the British Archaeological Association, and spent his leisure hours in arranging meetings, correcting proofs, lecturing, and for many years inspecting schools.]

BAND CONCERT.

END OF SUCCESSFUL SERIES.

The sixth and final band concert at the Kowloon Football Ground last night, was a bigger success than ever. The Band of the 2nd Batt., the Argyll and Sutherland Highlanders provided a varied programme of music, and under the baton of Mr. C. S. Beat, A.R.C.M., gave selections ranging from Wagner's "The Ring" through Schubert's Unfinished Symphony, and a Hungarian Czardas, to the lighter compositions of Friml, and a selection of old favourites compiled by J. H. Squire.

The well-known Humoresque (Dvorak) also scored a big popular success, and Piper J. Anderson was seen to much advantage in a sword dance. Four members of the Band gave a Highland dance as an encore.

"The Fleet's In!" is shown at the Majestic Theatre daily at 2.30, 5.30, and 7.20, while at 9.20 p.m. it is shown in conjunction with the stage play, "Gay Paree," with two noted French dancers, Eleanor Nilson and Leo Martin.

OPIUM AGAIN.

WOMAN CONVICTED FOR POSSESSION.

A woman named Chan Kwai, and a youth named Yue Hon, stood charged at the Central Magistracy this morning with possession of both raw and prepared opium at 289, Queen's Road, Central.

Mr. F. X. d'Almada, jun., for the defence, entered a plea of not guilty on behalf of the youth, and guilty as regards the woman.

Revenue Officer Grimmitt, in answer to His Worship (Mr. R. E. Lindsell), said he was prepared to accept this, as inquiries showed

that the youth had come down to the address from Macao only 24 hours previously. He did not think that the man could be implicated.

Second defendant was then dis-

charged, and the woman fined

\$500 or four months' jail for pos-

session of the raw opium (18 taels)

and \$300 or two months' jail on the prepared opium count (7 taels).

CLUTCHING HAUL.

Stated to have lived in the

Colony all his life, a Chinese

laundress appeared to-day before

Mr. H. R. Butters, charged

with the larceny of a purse, con-

taining 85 cents, the property of

a compatriot. He pleaded guilty.

Acting Police Sergeant C. S. Madgwick said that at about 7 o'clock last night the complainant was walking in Latchkok Road near the Ming Sing Theatre, where it was very crowded. He felt a bump at his elbow and on turning round caught hold of the accused, who had taken the purse out of his pocket.

His Worship passed sentence of

one month's hard labour.

Everyone must see.

Book now to avoid disappointment.

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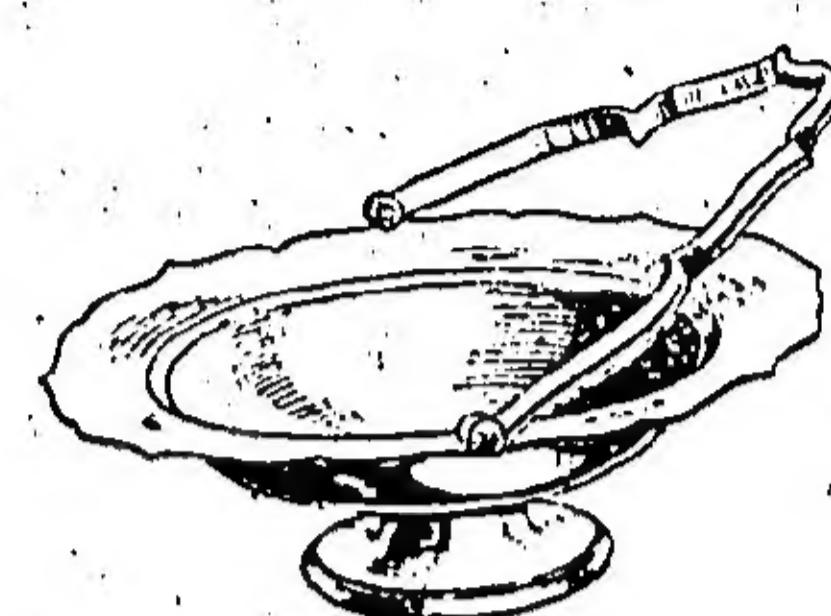
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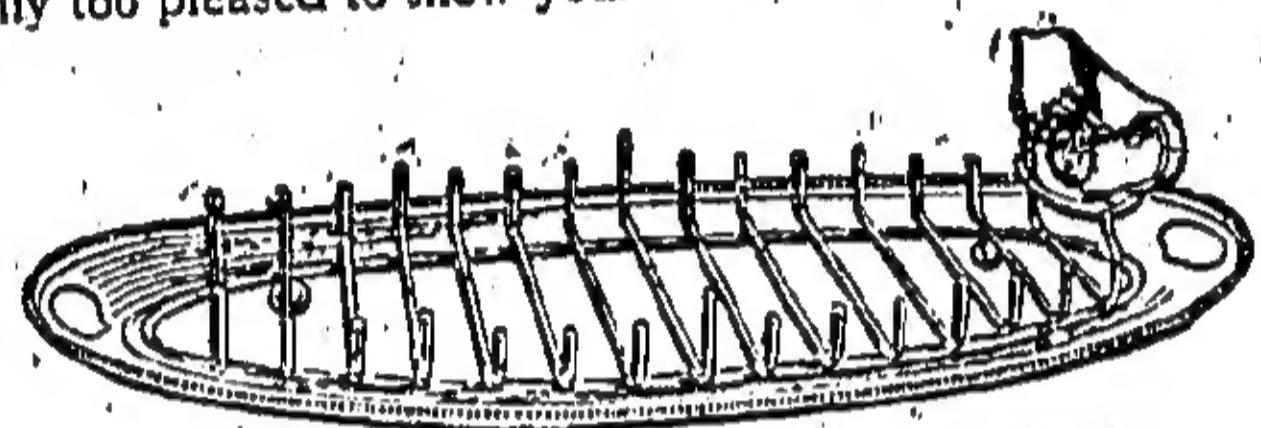
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Art Rooms, Chater Road.

Samples of silk, crepe and cotton shirts will be shown for one week only.

NIGHT GAMES.

SPORT BY ELECTRIC LIGHT IN NEW ZEALAND.

GREAT SPORTSMEN.

New Zealanders and Australians are passionately devoted to sports and games of all kinds, and a bigger proportion of the population actually plays or otherwise participates actively in seasonal athletics than perhaps anywhere else in the world. For instance, in Wellington, the capital city of New Zealand, with its hundred and odd thousand residents of all ages, there are about three thousand of the youth and manhood playing Rugby football every Saturday, two thousand soccer, and about a thousand hockey. In addition, there are several harrier clubs who have their weekly cross-country runs, besides a number of road-racing cyclists.

It is the same with the other large centres, Auckland, Christchurch, and Dunedin, and to a lesser degree with the provincial towns. A familiar feature of the newspapers every Friday is the page wholly given up to football fixtures and teams, set out in the smallest type. In summer almost—but not quite—equal attention is paid to cricket, tennis, swimming, and athletics; it takes an international visit like that of the M.C.C. cricketers last season to rouse public interest in summer games to the pitch it reaches on any old football occasion. The information may be conveyed as discreetly as possible that the Turf occupies about twice the space daily in the newspapers that even football gets weekly, but that is a little weakness of the Antipodeans that they do not like to be too loudly noised abroad.

To accommodate all these players, if their matches were to take place simultaneously, would be quite impossible in any of our cities, even though some, like Wellington, have spent tens of thousands of pounds in making parks and recreation grounds. Thus it is customary to play the junior games first, starting at 1.30 p.m., and follow with the senior matches at 2.45 or three o'clock. All school games have to be played on Fridays. Even with all this double banking of grounds there is still a deficiency of accommodation, and the cities are faced with a further expenditure for more playing-fields. The position was not nearly so acute some years ago, before the introduction of the universal Saturday half-holiday, for there were Wednesday and Thursday matches then, according to the local custom.

Night Events.

It was perhaps with this congestion of grounds on the only afternoon available as a constant factor in the problem of popular indulgence in the many games that some genius conceived the idea of working the more central playing-fields overtime by flooding them with high-power electric lights in the evening and opening them to athletics and games. The success of a military tattoo on a large scale at Newton Park, Wellington, a good many years ago had shown what could be done by floodlights at night, and an attendance of some thirty thousand on the slopes of natural amphitheatre must have stirred the spirit of showmanship, by no means deficient in the Antipodes. At all events, the idea was progressively taken up in Wellington and elsewhere until evening athletic and sporting events under the beams of suitably placed high-candle-power lamps have become a regular thing.

Of course there are difficulties with games like football, though they play soccer regularly in Auckland under the floodlight, and only a week or two ago there was quite a stir when two teams refused to play at night. They were tramway teams and playing at that time affected their work. On the whole even by the admission of Aucklanders, it cannot be described after two seasons' trial as a brilliant success. The attendance averages only about a thousand. While in the genial weather of the Antipodean summer outdoor games are as pleasant to watch in the evenings as of an afternoon, it is not so in the winter. Even Auckland feels the chill at this time of the year.

As for Rugby, no method of lighting has yet been devised that would enable the game to be played in proper style with high points for a follow-up, line-finders, or place kicks. Floodlights are placed on high posts at different points round the playing area, and effectively flood the field with light, but the upper air is still darkness, and in any case the light can never be quite even so that the game is subject to shadows.

These remarks refer to actual games. For practice, however, floodlights have been in use for at least eight years past in all the three codes—Rugby, League (Northern Union), and Association. Some clubs use floodlight training as an adjunct to hard work, but others have completely replaced the stuffy, dusty gymnasium by work out of doors on a sunnier spot for these purposes.

There are no restrictions on the use of electricity for these night games and sports. As most of the current used in New Zealand is generated by a few large hydroelectric stations, there is no particular call for economy and the authorities encourage the con-

sumers by work out of doors on a sunnier spot for these purposes.

samples of silk, crepe and cotton shirts will be shown for one week only.

Racing—October 15—The Cesarewitch, Newmarket.

October 20—Cambridgeshire Stakes, Newmarket.

Horse Racing—October 26—The Derby, Epsom.

Tennis—October 29—The British Open Championships, London.

Football—November 1—The FA Cup Final, Wembley.

Cricket—November 1—The Ashes Test Match, Sydney.

Swimming—November 1—The British Empire Games, London.

Handball—November 1—The British Handball Cup, London.

Boxing—November 1—The British Boxing Cup, London.

Motor Cycle—November 1—The British Motor Cycle Cup, London.

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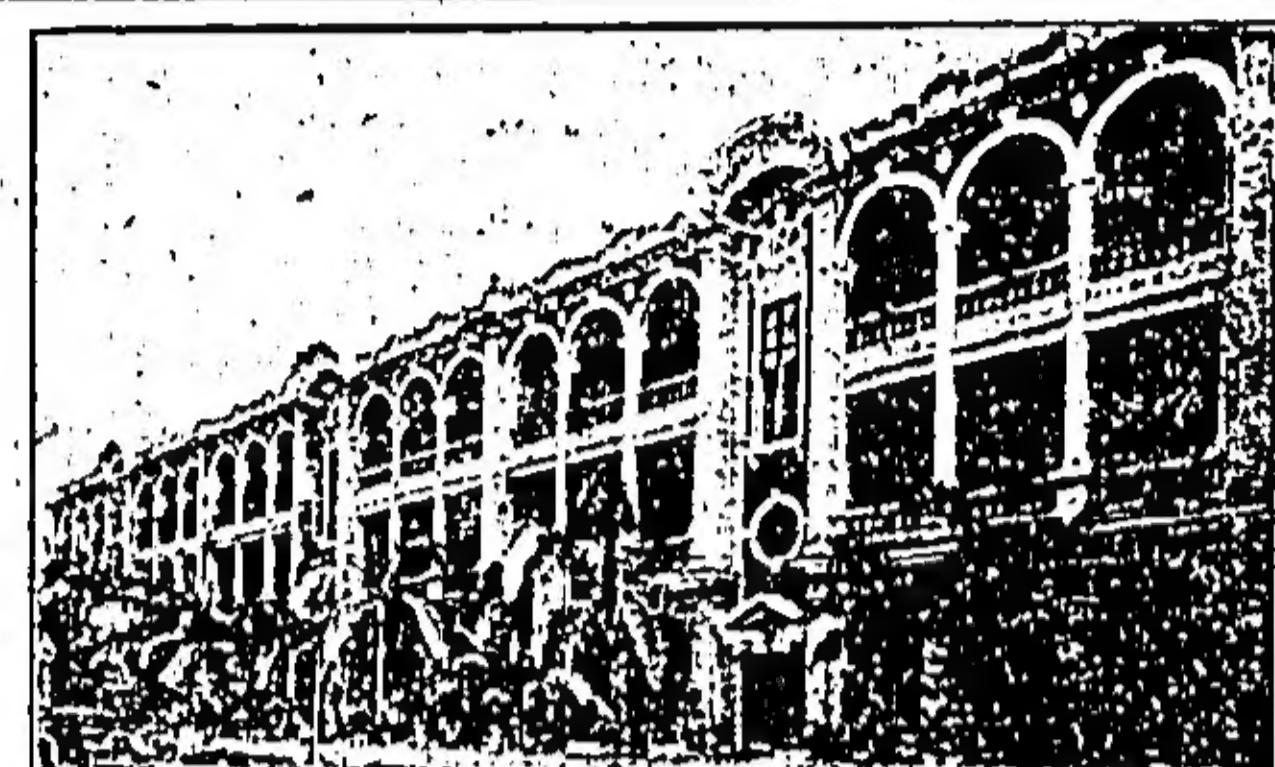
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POST OFFICE NOTICE.

On and after Wednesday, October 1 the entrance to the Parcels Delivery Section of the General Post Office will be in Des Voeux Road opposite Messrs Whitewall & Laidlaw's Store.

Parcels for posting at the General Post Office should still be handed in, as at present, over the counter in the Public Hall.

INWARD MAIIS

From	To	Per
	THURSDAY SEPTEMBER 25.	
Manila	Tjilboet	
Europe via Suez (Letters & Papers, London)		
Aug. 28 & Parcels, Aug. 21)	Khyber	
FRIDAY, SEPTEMBER 26.		
Japan, Shanghai and Europe via Siberia (London, Sept. 6)	Kashgar	
U.S.A., Canada, Japan & Shanghai (Seattle, Sept. 6)	President McKinley	
SUNDAY, SEPTEMBER 28.		
Shanghai and Amoy	Tjilbadak	
TUESDAY, SEPTEMBER 30.		
Saigon	Porthos	
Java	Tjipordok	
Japan and Shanghai	G. Metzinger	
Shanghai	Patrocius	
Straits	Cremer	

OUTWARD MAIIS

For	To	Per
THURSDAY, SEPTEMBER 25.		
Swatow	Hydrangea	3 p.m.
Amoy and Japan	Sui Sung	5 p.m.
FRIDAY, SEPTEMBER 26.		
Holhow, Pakhoi and Haiphong	Limchow	8.30 a.m.
Shanghai, Japan and *Europe via Siberia	Khyber	10.30 a.m.
Swatow, Amoy & Foochow	Hai Yang	1 p.m.
Haiphong	Canton	1.30 p.m.
Straits, Ceylon, India, Mauritius, E. & S. Africa, Aden, Egypt & Europe via Marseilles	Kashgar	(Due Marseilles, Oct. 25.)
K.P.O.	G.P.O.	
Parcels ... Sept. 26, 4.30 p.m.	Parcels ... Sept. 26, 5 p.m.	
Registration ... Sept. 27, 9 a.m.	Registration ... Sept. 27, 9.45 a.m.	
Letters ... 10 a.m.	Letters ... 10.30 a.m.	
SATURDAY, SEPTEMBER 27.		
Taiyo Maru (Due San Francisco, Oct. 22)		
Registration Sept. 27, 4.15 p.m.		
Letters ... 5 p.m.		
Shanghai and *Europe via Siberia	Taiyo Maru	
Manila	President McKinley	4.30 p.m.
Foochow via Swatow	Wai Shing	5 p.m.
Amoy	Anking	5 p.m.

*Superscribed correspondence only.

AN IMPROMPTU BULL-FIGHT.

Bull And Matadors in Trouble.

EXPENSIVE NIGHT OUT.

An impromptu bull-fight, in which a man was the bull, staged in the Plaza Los Angeles in the central part of Mexico City, led to a hospital bed for the "bull" and cells for the matadors, says the Paris New York Herald.

Six men, all said to have been drinking, decided to arrange a bull-fight in the Plaza. They procured regulation capes, darts, etc., and when the police were called the man playing the part of the bull had several darts sticking into his flesh.

He was taken to hospital in a critical condition.

The five other men were sent to prison.

INTERNATIONAL AT THE V.R.C.

Second Series of Championships.

SATURDAY'S FETE.

The second series of the Hong Kong swimming championships are the main items on the programme of the V.R.C. night fete on Saturday. The contests for the diving, 220 yards and backstroke titles are down for decision.

In the diving, competitors are required to do three plain swallow dives from the second and top platforms of the tower and one fancy dive from either the spring-board or the platform.

The handicap races include events for members, ladies and boys while a team race between members will also be organized. The water-polo match should provide great interest, as it takes the form of an international, the teams being representative of England and Portugal.

BASEBALL.

RESULTS OF LEAGUE GAMES IN AMERICA.

New York, Yesterday. The following are the results of the games played in the National and American Leagues—National League.

Philadelphia 6 Brooklyn 3 Pittsburgh 5 Cincinnati 1 American League. Boston 6 Washington 3 Reuter's American Service.

CRICKET.

HANDSOME GIFT FOR SOUTH AFRICANS.

The M.C. has given £1,000 to the South African Cricket Association in appreciation of the sporting spirit displayed by the South Africans in their tour of England last year.

In gratefully accepting the gift, the South African Cricket Board has shown its appreciation by inviting a prominent member of the M.C.C. committee to accompany the M.C.C. team to South Africa in October in an unofficial capacity as the guest of the South African Association.

A DISCLAIMER.

[To the Editor of the "China Mail".] Sir.—With reference to your report appearing in your issue of last evening under the heading "Chinese Footballer in Trouble" wherein it was stated that Tse Kiu-shun, the accused, was a member of one of the South China Football teams last season, I am directed to state that the said Tse Kiu-shun was not a member of this Association and has never represented this Association in any of its athletic activities.

Yours, etc., WONG KA TSUN, Hon. Gen. Secretary.

LOCAL TEAMS FOR SATURDAY.

Kowloon Football Club in Action.

CRICKET AND HOCKEY.

The following will represent the Kowloon 1st XI versus the Argyll and Sutherland Highlanders on the Kowloon Football Club ground on Saturday, September 27. Kick off at 4.45 p.m. sharp: Gurevitch; C. Pile; Gillott; Bliss, Patterson, Domanian, Eastman, McElveen, Simpson, Janson and Bickford.

Reserves: Moss and Spary.

The following will represent the Kowloon 2nd XI versus the Argyll and Sutherland Highlanders on the Kowloon Football Club ground on Saturday, September 27. Kick off at 3.15 p.m. sharp:—Angus; Hawke, Penny; Sullivan, Hast, Seddon, White, Reid, Cotton, Everest and Parkinson.

Reserves: Brown and Ferguson.

UNIVERSITY CRICKET.

The following will represent the University 1st XI in a friendly match against the I.R.C. 1st on the I.R.C. ground on Saturday, 27th inst., at 2 p.m. sharp:—D. J. N. Anderson (Captain), A. Baker, Dr. L. T. Ride, Dr. D. K. Samy, Dr. M. B. Osman, A. M. Rodrigues, F. Hiptoola, A. B. Suleiman, K. P. Gan, A. Chan Fook, A. S. A. Kyum.

Reserve:—A. T. Normanbhoy.

The following will represent the University 2nd XI in a friendly cricket match against the I.R.C. 2nd at Pokfulam on Saturday, the 27th inst., at 2 p.m. sharp:—K. T. Loke (Captain), A. A. Aziz, G. E. Yeoh, P. L. Tan, A. T. Normanbhoy, H. Normanbhoy, R. Leong, W. Hunt, M. Yayahayaboy, E. Gosano, P. N. da Silva.

Reserve:—Leo Choa.

UNIVERSITY HOCKEY TO-DAY.

The University have arranged a friendly hockey match for this afternoon against the Indian R.C. on the Marina ground, Kowloon, commencing at 5.15 p.m.

The players to represent the University team have been selected as follows:—A. B. Suleiman (Capt.), S. C. Ho, W. A. James, K. T. Loke, J. J. Gutierrez, P. N. da Silva, E. L. Foo, E. K. Foo, E. H. Ong, R. Leong and H. E. M. Adams.

Reserve:—Leo Choa.

LONDON EXCHANGES

Rugby, Yesterday. Paris 123.76

New York 4.86 1/16

Brussels 34.86 1/2

Geneva 26.05 1/2

Amsterdam 12.05 1/2

Milan 92.08

Berlin 20.40 1/2

Stockholm 18.00

Copenhagen 18.16

Oslo 18.16 1/2

Vienna 34.43 1/2

Prague 163 1/4

Helsingfors 123 1/4

Madrid 45.40

Lisbon 108 1/4

Athens 375

Bucharest 816

Rio 5 3/82

Buenos Aires 40%

Montevideo 40

Bombay 1/5 3/4

Shanghai 1/7 3/4

Hong Kong 1/3 3/4

Yokohama 2/0 7/16

Silver Spot & Forward 17 1/2

British Wireless Service

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MOTORISTS THIS IS YOUR PAGE

THE DEMAND FOR THE NEW GARGOYLE MOBIL OIL IS GROWING SO FAST THAT

THE demand for Gargoyle Mobiloil is growing so fast that some competitors are losing ground, and consequently they are doing everything within their power to keep Gargoyle Mobiloil beyond the reach of the public by making attractive, exclusive contracts, in which there is a clause to the effect that if a dealer is caught selling Gargoyle Mobiloil his gasoline pump will be removed and further supplies of gasoline refused.

Because we do not sell gasoline we are unable to regulate, and consequently we depend upon the efficient and economical service Gargoyle Mobiloil gives to those who use it.

The fact that the demand for Gargoyle Mobiloil is increasing in spite of competitive efforts to discourage its use, is, we think, sufficient proof that Gargoyle Mobiloil is recognised as the best motorcar engine lubricating oil available.

Because of its quality and consequent economical efficiency, we do not have to resort to questionable marketing methods in order to create demand.

Be sure that the dealer who does not sell Gargoyle Mobiloil is either financially unsound, unreliable or bound by a competitive contract such as that just described.

It is really and truly worth a little extra effort to get Gargoyle Mobiloil. If a dealer does not sell it you will find one close by who does.

A little extra effort may be the means of saving you the expenditure of money for unnecessary repairs and renewals, for it is true that over six hundred motorcar engine manufacturers recognise Gargoyle Mobiloil as the most efficient and economical of all motorcar engine lubricants.

VACUUM OIL COMPANY

ROAD CONGRESS.

British Empire Will Have Many Delegates.

[Special Correspondence.]

Washington, D.C., Aug. 27.

Upward of 40 official delegates will represent Great Britain and its dominions at the sixth congress of the Permanent International Association of Road Congresses to be held here October 6 to 11. It was recently announced by the American Organizing Commission which is making all arrangements for the congress. In addition to the United Kingdom and Northern Ireland the following political subdivisions of the Empire will send delegations: India, Canada, New Zealand, Union of South Africa, Irish Free State, New South Wales, Queensland, Hong Kong, Nigeria, and possibly the Sudan.

The delegation appointed by the British Government is highly representative of the organizations interested in the Sixth International Road Congress, which is also the case with the delegates appointed to represent overseas dominions. Headed by Col. C. H. Bressey, of the Ministry of Transport, the delegation includes J. S. Pool Goodall, H. E. Aldington, R. W. Butler, E. B. Hart and E. S. Perrin, all of the Ministry of Transport; Sir Henry P. Maybury, consultant to the Ministry and Chairman of the London and Home Counties Traffic Advisory Committee; and Sir Hugh S. Turnbull, Commissioner, and F. L. D. Elliott, Assistant Commissioner of the Metropolitan Police.

The Ministry of Home Affairs for Northern Ireland will be represented by Major George A. Harris, while the honorary delegates appointed by the Government include: W. Rees Jeffreys of the Road Improvement Association; Sir Seymour Williams, chairman, Rural District Councils Association; Dr. P. E. Spielman, Institute of Petroleum Technologists; J. H. Walker, Institution of Mechanical Engineers; Thomas Adams, Surveyors' Institution; E. S. Sharpnell-Smith of the Royal Automobile Club and the Commercial Motor Users' Association; Edward Standish County Surveyors' Society; Wallace Fairweather of the Association of County Councils in Scotland; and the Royal Scottish

Automobile Club; J. P. Wakeford, Institution of Municipal and County Engineers; Sir W. E. Whyte, and R. Lorimer, Association of District Committees in Scotland; and J. S. Killick of the Institution of Civil Engineers.

Victor Smart, Deputy Minister, Department of Railways and Canals, Ottawa, has been selected as the Canadian Government's delegate, while another Canadian, Col. T. A. Hiam, Assistant to the President, Canadian National Railways, will represent the League of Nations. Although Australia will not be represented, official delegates from New South Wales and Queensland will attend. They are H. M. Sherrard, assistant chief engineer, and S. L. Luker, metropolitan maintenance engineer, Main Roads Board, New South Wales, and Mr. Gilchrist, city engineer, Brisbane, Queensland. Arthur Tyndale, highway engineer, Public Works Department, New Zealand, has been appointed to represent the New Zealand government.

Chief Engineering Inspector James Quigley, of the Department of Local Government, and Public Health, Irish Free State, has been appointed to represent that government, and the following delegates have been named by the governments indicated: Nigeria, C. L. Cox, Director of Public Works, and a member of the Institute of Civil Engineers; Union of South Africa, C. H. Hamilton, of the South African Railways and Harbours; Hong Kong, H. S. Rouse, assistant engineer, Public Works Department. The Indian delegation will consist of at least three men. S. G. Stubbs, Secretary, Communications Board, Punjab; W. J. Kerr, of the Bengal Government; and Henry Hughes, executive engineer, representing the Province of Burma.

In addition to official government delegations, many private individuals will attend. These will represent business firms and other organizations interested in the deliberations of the Congress.

More than sixty Governments are expected to take part in the Congress, it has been announced. By August 4 a total of 64 Governments had communicated their intentions to attend, although with some ten or twelve governments remaining to be heard from. It is confidently expected that a majority of these will accept the invitations issued by the United States Department of State.

COURTESY.

A Cure for Motor Accidents.

Our observations during the many hours which we spend on the highways and byways force us, says The Commercial Motor, to the conclusion that a great proportion of the accidents is avoidable. To many drivers, both of commercial and private vehicles, road travel has become a race against time, and whereas formerly it was possible even for the man at the wheel to admire the beauty of the countryside, through which the vehicle passed, it has now become mainly a question of arriving at a destination in the shortest possible time. Speed alone is not, however, the great danger.

It is obvious that the speed must be employed to overcome congestion; there must be a steady flow of traffic and any artificial restriction would serve merely to complicate matters still further. It is in other directions that improvements could well be effected, and The Commercial Motor would welcome some return of the old spirit of road camaraderie; often a little more thought for others would save much loss in life and property.

One of the worst features noted is the reluctance to acknowledge and obey signals other than those made by the police. Time after time we have seen worried drivers endeavouring to cross a busy thoroughfare, and beyond hooting violently as they swerve out to pass him, neither stream of traffic will slow down until absolutely forced to do so.

There is another phase in this matter of signalling; far too many drivers have adopted the bad habit of never learnt better, of manoeuvring their vehicles and signalling simultaneously, thus giving no time for overtaking or approaching drivers to respond. Then there is the "panavance" which is frequently displayed by drivers of slow-moving vehicles when they are passed by those who like to travel fast. This anomaly is frequently observed by

ROAD SENSE.

Greatest Guarantee for Safety.

EDINBURGH EXPERIMENT.

The Road Traffic Act will come into force within the next few months. Most road-users are agreed that it is a good Act. It attempts, before it is too late, to lay down lines of safety for a type of traffic which has infinite possibilities of danger, wrote John Buchan in the Daily Express in mail week.

By abolishing the speed limit which had become a meaningless thing, it encourages, in the words of the Minister of Transport, "motorists to concentrate on what is dangerous, reckless and careless in the circumstances of the case." The centre of gravity now lies in dangerous driving, and the penalties for this anti-social offence are substantially increased.

But no such measure can fulfil its purpose unless it takes account of the human factor involved. Safety, in the last resort, depends on the psychology of the driver and the pedestrian.

The most stringent Act of Parliament will not prevent a man unwittingly or carelessly infringing its provisions and causing disaster. You may punish him severely, if he survives, but he and several others may be dead!

The real road criminal is not, I think, very common, and we are all agreed that he must be driven off the roads. The trouble arises when perfectly well-meaning and responsible people lack something in their mental make-up—something which we may call "road sense."

Skilled Driver May be Dangerous.

This is not the same thing as lack of knowledge. A skilled driver may be a dangerous driver, because he does not appreciate the conditions on which road safety depends; and no preliminary tests, however stringent, will ensure that he possesses this endowment.

Physically, too, he may be perfectly fit. Yet, from the lack of road sense, he may be a peril to himself and to other people.

It is like many other qualities requisite in sport. Take hunting, for example. Mere horsemanship is not enough to make a good rider to hounds. Take mountaineering. Road sense is very similar to mountain sense. Many a brilliant athlete, who can perform wonderful feats of rock gymnastics, is a dangerous climber and a menace to any party which includes him.

Every mountaineer has known young guides who had every technical accomplishment except mountain sense—the knowledge of those imponderable things on which safety depends.

Other guides, who in actual climbing work were far their inferiors, were much more likely to lead an expedition to success, simply because they understood the human limitations in the struggle between man and mountain.

The greatest guarantee for safety on our roads is the wide dissemination of road sense. How is this to be secured? Remember that it is an entirely different thing from technical skill in driving, though a certain modicum of technical skill is essential.

Its absence is due mainly to ignorance. Some people are quick to learn the rules of the game; others are slow, and it is necessary that they should be assisted.

The Minister of Transport is alive to this point. Apart from the Highway Guide which he is going to publish broadcast he proposes to contribute, out of the Road Fund, provision for a mobile police force mounted on motor cycles and motor cars.

This is the result of the valuable suggestions made by Lord Cottenham in a debate in the House of Lords. The advantage of a force of mobile traffic officers is that they will be able to correct the mistakes which many people fall into on the roads from carelessness, ignorance, or bad habits.

Something of the kind is being done in America, though not quite on the best lines, for there is no lack of the "traffic cop" in the American idea. Such a special force, which have for its main

WANTED.

"No Trouble" Motor Cars.

EDINBURGH EXPERIMENT.

Progress in the direction of easier car maintenance is being made, but it is deplorably slow, says The Light Car and Cyclecar.

A formidable array of grease nipples still faces the man who buys a current model. Floorboards still have to be lifted in order to grease certain parts and quick-fit gearboxes and back axles fitted with some simple level-indicating device are still conspicuous by their absence.

The reason for all this probably lies in the fact that price competition has never been fiercer. Manufacturers with the most advanced ideas hang back when it comes to adding even a five-pound note to the purchase price of a car; they overlook that section of the public which would be willing to pay.

In the old days buyers had a choice of two models, the standard and the de luxe. Allowing for the complications which might arise were the machinery of mass production to be interfered with, would it not still be possible to offer an alternative no-trouble de luxe model at a higher figure?

purpose the detection of breaches of the law, though, of course, it would perform this duty. Its primary task would be to prevent such breaches occurring.

An Experiment.

An experiment of the kind has been made, as Lord Cottenham pointed out, in the city of Edinburgh with great success. In 1926 there were 1,800 traffic accidents in Edinburgh, in 1927 there were only 1,335, and in 1928 1,089. That is to say, in two years the number had decreased by 700, due to the efficient work of the traffic patrols, which, according to the Edinburgh police report, "exercised an indispensable check on fast and dangerous driving and on defective vehicles throughout the city."

In 1928 these patrols detected 10,244 offences; of these offenders, 8,705 were cautioned at the time or later by letter; while 1,539 offenders were reported for police proceedings. The over-worked police courts consequently were required to deal with a little more than one-seventh of the detected offences.

Special attention was given to drivers failing to keep as near as possible to left-hand kerb while passing round corners—a prolific cause of street accidents.

Again, traffic patrols found 358 vehicles which were being used on public highways with defective brakes, and had these machines thoroughly tested and the drivers cautioned.

Further, the Edinburgh traffic patrols endeavour to instil road sense into pedestrians—a most necessary duty. In 1928, 1,898 people were cautioned on the spot for acts likely to lead to street accidents, and 1,160 letters of caution were sent out.

The Edinburgh system is a model which might well be adopted sooner or later throughout the whole country. The Minister of Transport has something of the kind in mind. It will probably be necessary to make the traffic patrols a special branch of the police.

They must know at least as much about their business as any driver of a car, and they must be reasonable and friendly people who know how to impart knowledge and gain the confidence of the public.

We have plenty of men in the country who would make excellent traffic patrols, and, as automatic signalling extends and many of the police are relieved of point duty, there should be a reserve for the creation of a special force.

Motoring has only been about twenty years in general practice, and we do not know what the next twenty years may bring forth. It is likely that its growth will be in geometric progression. Our object must be, before the problem has got out of hand, to get the right kind of psychology into motorists and pedestrians, for without that, no restrictive legislation will succeed.

Some form of stringent traffic control is essential, but we do not want to make it so onerous that our police courts will be crowded out and the life of the motorist made a burden. It is only

BABY CARS.

Orders for 167,000 from New U.S. Factory.

I am able to give first details of one of the most remarkable triumphs achieved by British motor engineering since the beginning of the industry, writes Harold Pemberton, Daily Express Morning Correspondent.

Two months ago a factory was established in Pittsburgh, U.S.A., for the manufacture of a British baby motor-car for the United States market.

The decision to build in that

country was taken against the strong advice of all the leaders of the American motor-car industry.

"Baby motor-cars may be all right for Europe, but we do not want any kid cars over here."

When the first small motor-car

was exhibited in New York it was regarded as a great joke.

5,000 A Month.

Sir Herbert Austin, who is responsible for storming the United States fortress with his baby car, showed me a cable he has received from the new Pittsburgh factory.

No fewer than 3,000 baby cars have been delivered to Americans in July, and the factory was turning out 5,000 cars last month. Further orders are pouring in faster than the factory can deal with them.

Actual orders have reached the amazing figure of 167,000. The rush began as soon as the little motor-cars made their appearance on the road.

The success of the little British motor-car has literally staggered the United States industry.

It has come at a time of deep trade depression. No motor-car of foreign design has ever before penetrated the American stronghold with any degree of success. The boot in the past has more often been on the other foot.

According to despatches received at Birmingham, American manufacturers are now tumbling over one another to be the first to bring out a baby motor-car of their own design.

There is an atmosphere of romance about the story of this new motor-car invasion of America as told to me by Sir Herbert Austin.

The amusing part is that he knows nothing about motor-cars.

All the people who did turn it down. Even then he regarded the proposition as a pure gamble. Arrangements were made for him to build the car under licence from the Austin Motor Company.

"No one was more surprised than he at our immediate success."

"It is being sold at \$40 dollars, or approximately £28. It is the cheapest motor-car in the States, and its design is absolutely British throughout."

The British "baby" has already conquered France and Germany. Latest figures show that 11,000 have already been sold in France, and 14,000 in Germany.

LEAD THE WAY ON A B. S. A.

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Telephone 28011.



ALL CORD PROCESS.

Result of 80 Years' Development.

RUBBERISATION.

The present high state of quality control and manufacturing efficiency in the production of All-Cord material for tyre carcasses has been the result of over eighty years of development. From a small beginning with crude experimental equipment the process has been improved step by step until to-day we have available a manufacturing unit for quality control and production efficiency leaves little to be desired. It was realised from the very inception of the use of a multi-twist cord in tyre carcasses that the practice of weaving the cords into a fabric which contains a very light filler thread was a makeshift. The filler thread was not of any value in the tyre. On the other hand it has proved a distinct detriment in that, as weak as it is the constant flexing that a tyre carcass undergoes in service causes it to chafe through the cords with resultant carcass failure. The presence of the filler thread is also objectionable in that it prevents the cords from lying flat. A woven cord fabric coated with rubber has a very light coating at that point where the cord crosses the filler thread. A considerable amount of ply separation in the finished tyre can be traced to this condition.

The impracticability of woven cord fabric is also very clearly shown by what is termed "bagginess." This is a slack condition in a portion of the width of the roll, which, with all the study given it by cotton mills, has never been eliminated. The fabric can be used, but only by feeding it into calenders with a very heavy tension on the cord in the remainder of the width so that they will stretch and allow some tension on the baggy portion. This results, of course, in a tyre containing cords having widely varying ability to stretch. It follows then, that those cords having least

ability to stretch absorb all the strain.

Insulation of Cords.

Another effect of the heavy tension required to remove bagginess is the shrinkage in width with consequent lack of the number of cords per inch. This is serious in that it precludes maintaining sufficient space between cords for insulation.

The necessary complete insulation of all cords, in the case of a woven cord fabric, cannot be effected except through frictioning. On square woven fabric frictioning presents no problem at all but, a flimsy cord fabric it results in serious distortion with attendant disturbance of the uniformity of cord stretch. At least frictioning can be carried on only by maintaining a very heavy tension with consequent loss of the most valuable characteristic of the cord, that is its ability to stretch.

The present producing equipment very effectively overcomes all of those difficulties. It consists of a creel, a tension unit, a drying and heating unit, a spacing unit, a four roll calender, and a continuous windup. The cord is wound on cones weighing twelve to fourteen pounds and containing from 14,000 to 16,000 yards. The inside end of the cord is allowed to hang free for about twelve inches to allow splicing the outside end of cone to the inside of another. This makes it possible to provide a continuous supply.

The Process.

The creel is so laid out that it has spindles for each end in the finished fabric. One of the spindles holds the cone from which the cord is running while its mate holds a second cone spliced to the first one. When a cone has run out it is immediately replaced by a full one which is spliced to the then running one. The cord, after leaving the cone, is threaded through a tension device and through various guiding thread boards to a central collector thread board. The tension device and all thread boards are equipped with porcelain eyes to prevent any possibility of injury to the cord. They are all arranged so that at the point of leaving the collector thread board each has been subjected to a very slight but absolutely uniform tension.

(Continued at foot of next Column.)

The proper operating tension is obtained in the tension unit which consists of a series of polished steel bars over which the cords are tensioned in pairs immediately after emerging from the collector thread boards. Tension is varied as required by changing the number or position of the bars. The tension unit is also equipped with an expanding comb of the lazy long-type to provide a preliminary width control of the sheets of cords.

The drying and heating unit consists of a stack of copper surfaced drums, revolving on roller bearings. The sheet of cord passes over their surfaces and emerges in a properly hot and dry stage without in the least degree having lost its uniformity of tension.

Spacing Unit.

The spacing unit is mounted on the calender frame directly back of the middle of the calender roll. It consists of an expanding bar, a final spacing bar, and a presser roll, all mounted on a horizontally adjustable carriage. The expanding comb provides a final width adjustment. The final spacing bar is a round steel bar on which has been cut a screw thread of a pitch representing a number of ends desired in a finished fabric. The presser roll is a solid steel roll, very accurately machined and ground. It provides means for pressing the sheet of properly spaced cords into a skinned coat on the middle calender roll. The pressure adjustment is hand wheel operated.

The sheets of cord after leaving the heating and drying unit passes through the expanding comb, under the spacing bar, one cord to a groove, around the pressure roll, and the skin coat on the middle calender roll. The calender is of a type having the fourth roll offset at the top. The offset and top rolls form one skin coat on the top roll while the middle and bottom rolls form a skin on the middle roll. It is equipped with conveyors from the warning mills which provides a continuous uniform feed of stock. Mill and calender roll temperature indicators and recorders with the result that the stock is constantly held at a proper and uniform plasticity.

The sheets of cords, after having been pressed on to the middle roll, is carried up on that roll to its bite with the top roll which forces its skin into the other side of the Ford.

The sheets of cords, after having been pressed on to the middle roll, is carried up on that roll to its bite with the top roll which forces its skin into the other side of the Ford.

NERVE RACKING.

Ford Truck's Unique Trip.

From the valley of a Thousand Hills a Model AA Ford truck recently emerged triumphant over a thousand obstacles such as are found only in South Africa—dizzy crags, no roads, steep climbs, dangerous descents, deep, treacherous shifting sands.

Over this wild section the Ford went, mostly in low gear, on only a quart of added water and no additional oil. And the truck never balked throughout the grueling five-hour endurance trip.

The Ford was put through its paces by Lance Walsh, long noted for his ingenuity in devising new and exquisite tortures for testing cars. And South Africa affords unlimited possibilities in the way of unbroken trails, primitive ground, sheer hills, deep gullies, sand, swamp, forest and bush.

"On one occasion," said Mr. Walsh, "we would descend a 'gentle' grade of one in four or five, the next instant we would ascend an equally steep gradient. Seldom had we four wheels on the ground."

What made the endurance run all the more remarkable was that the truck was loaded to capacity with a ton and a quarter of sand ballast, a crew of six, provisions, spare gasoline, water, oil, and later, in addition to all this, three Zulu guides.

"One thing which will live a long time in my memory," said Mr. Walsh, "is an occasion when we had to make a deviation to avoid a donga, or canyon. The truck was put head on at a goody-sized sapling. The sapling simply disappeared beneath the bonnet and our photographer murmured, 'Why were tanks invented?'

"On another occasion," Mr. Walsh said, "we wandered around through meadow fields and bush, descending grades that would have turned the hair of most motorists gray, and ascending rises where necks had to be craned to see over the radiator. But never did the Ford falter."

So steep was one down grade that besides taking the precaution of placing the car in low gear, the party put chains on the wheels. A descent towards the Umgeni River almost proved disastrous. The party struck deep treacherous sand.

"In low gear," Mr. Walsh said, "the wheels turned slowly but surely, propelling the car through the soft sand into which our feet sank up to the ankles. Once or twice impossible places were struck and the truck sank almost up to its axles, but always it extricated itself."

To get out of the Umgeni River bed, the Ford had to take a one in four grade and part way up was confronted with a thick hedge. But, Mr. Walsh said, the truck never balked, it was headed through the obstruction, levelled it and went chugging to the top.

"The Ford is a wonderful truck," Mr. Walsh concluded. "At the start of the journey it had seven gallons of fuel in the tank and in spite of all the low gear in the sand and on the rises it finished up in Durban still with fuel in the tank."

sheet. This operation is carried on under conditions which are ideal. Both coats are applied to the cords and, between the cords, to each other before the cords have lost their heat and before the first coat has lost its plasticity.

The Wind Up.

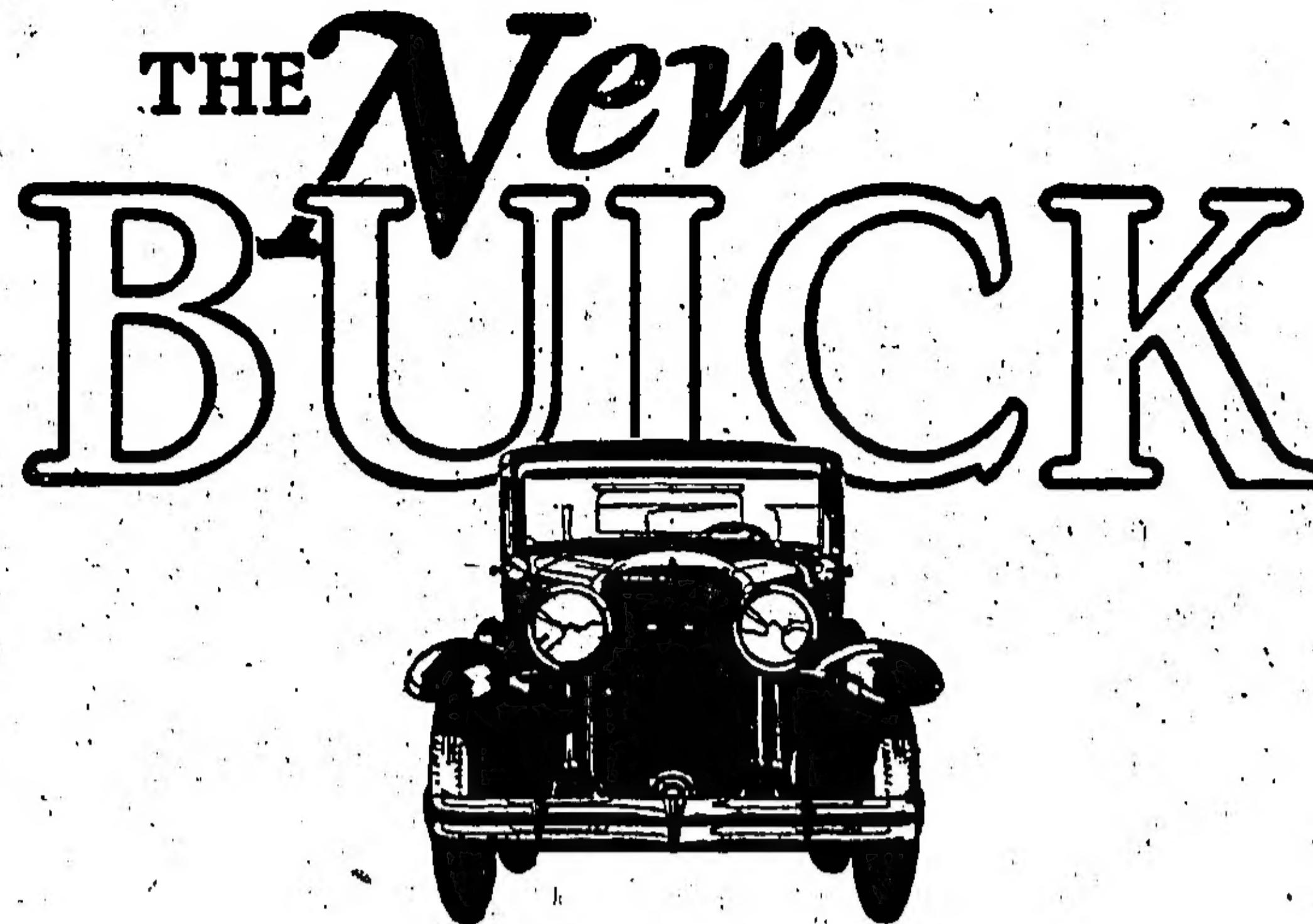
After emerging from the calender, the new rubberized fabric passes through a continuous automatic weight indicating and recording device and to the wind-up. The wind-up is so designed as to allow changing rolls while the calender is operating at full speed. It is equipped with an electrically operated cutter which makes perfectly straight cut across the fabric and an automatic device for feeding the fabric into the liners without wrinkles.

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Early last week I was progressing at what I thought a fairly decent pace down the King's Road (which Charles II first made through Chelsea, a short cut to Hampton Court) when suddenly a rubber deposit within very close limits.

The effectiveness of applying both coats at once is very clearly indicated by microscopic examination of the finished fabric. It is little of him except his rear mudguard which was adorned with a completely into the cords that it thoroughly fills in even the bell-shaped twist spacing in the various strands making up the cords, a condition obtained by no other practical production process.

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WHEN BETTER AUTOMOBILES ARE BUILT...BUICK WILL BUILD THEM.

SOME POSERS.

Queries for Motor Cyclists.

Under the heading "Puzzles for Your Pals" Motor Cycling gives a series of posers for motorcyclists. Here are a few:

Why do water-cooled engines boil at high altitudes? (Because the less the atmospheric pressure, the lower the boiling point.)

Why are motorcycle gears easier to change than those of a car? (Largely because the car gears are directly connected to the crank-shaft and run at engine speed.)

If a man were trying to ride 30 miles in an hour and averaged 20 m.p.h. for the first fifteen miles, what speed would he have to average for the next fifteen miles? (60 m.p.h.)

Why is a rider usually hurt less when he comes off at speed than when he has a fall when going slowly? (Because, in the former case, he falls limp, like a drunken man, having no time to taunt his muscles.)

Which moves at the highest average speed, the piston or the motorcycle? (The motorcycle, because at 30 m.p.h., with a 3 1/2-in. stroke, a 5 to 1 gear and a 26-in. wheel, the motorcycle travels 880 yds. in a minute, and the piston travels 876 yds., or, during one revolution of the rear wheel, the motorcycle advances 82 ins. and the piston moves up and down through 35 ins.)

MOTOR CYCLISTS.

Must Behave When Joy Riding.

Members of motorcycling clubs whose road manners tend to bring their clubs into disrepute have been given a sharp rap on the knuckles by "Carbon," the pioneer motor cyclist who contributes to Motor Cycling. He says:

"Early last week I was progressing at what I thought a fairly decent pace down the King's Road (which Charles II first made through Chelsea, a short cut to Hampton Court) when suddenly a solo rider shot by me and almost immediately cut round the wrong side of a refuge, tearing off in the direction of Putney Bridge. My sidecar passenger and I saw very little of him except his rear mudguard which was adorned with a perfectly enormous club badge. I never knew that much of the club, said my passenger, afterwards. I expect they all got about like that. Which was an instance of the way in which what is quite

BUYERS' GUIDE

MOTOR CARS.

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BUICK.—The Dragon Motor Car Co., Ltd., 33, Wong Nei Chung Road, Happy Valley. Tel. 30228.

CADILLAC.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.

CHEVROLET.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.

FIAT MOTOR CAR.—A Gooke & Co., China Bldg., 7th floor. Tel. 22221.

MARQUETTE.—The Dragon Motor Car Co., Ltd., 33, Wong Nei Chung Road, Happy Valley. Tel. 30228.

MORRIS.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.

OLDSMOBILE.—The Dragon Motor Car Co., Ltd., 33, Wong Nei Chung Road, Happy Valley. Tel. 30228.

ROLLS-ROYCE.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.

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WILLIS-KNIGHT & WHIPPET MOTOR CARS.—Gilmans & Co., Ltd., 4a, Des Voeux Rd. C. Tel. 28011.

OUTBOARD MOTORS.—Rudolf Wolff & Kew, 64 Queen's Road C. Tel. 22178.

MOTOR TRUCKS AND TRACTORS.

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STUDEBAKER.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.

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MOTOR CYCLES.

B.S.A.—The Sincere Co., Ltd., Des Voeux Road. Tel. 27767.

NORTON.—The Sincere Co., Ltd., Des Voeux Road C. Tel. 27767.

MOTOR OILS.

GARGOYLE MOBIL OIL.—Vacuum Oil Company, King's Bldg.

SHELL.—Asiatic Petroleum Co. (S.C.), Ltd., Asiatic Bldg.

TYRES AND ACCESSORIES.

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FISK TYRES.—Gilmans & Co., Ltd., 4a, Des Voeux Rd. C. Tel. 28011.

INDIA TYRES.—W. R. Loxley Co., York Bldg. Tel. 22285.

MICHELIN TYRES.—A. Gooke & Co., China Bldg., 7th floor. Tel. 22221.

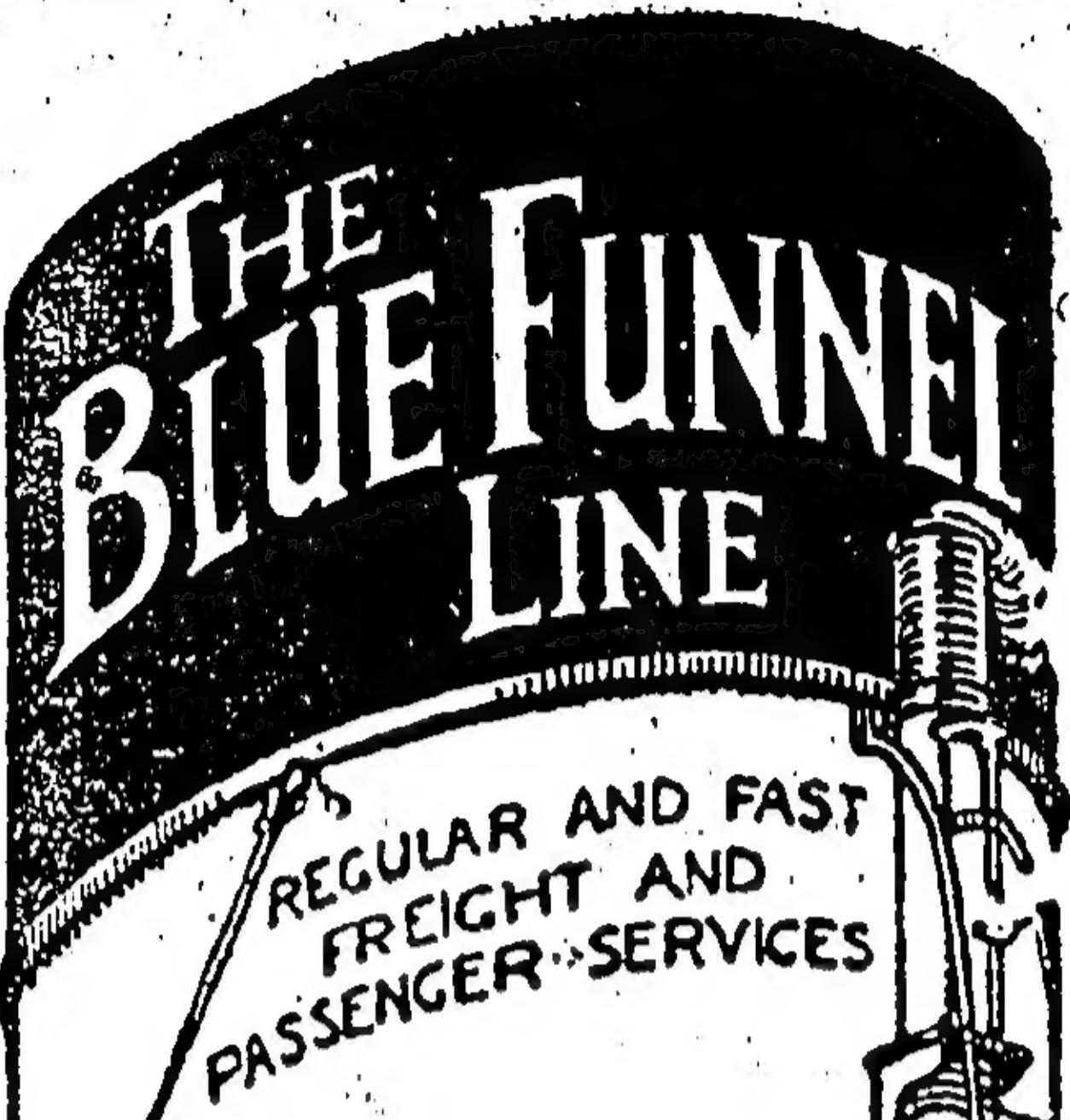
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The China Mail

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HONG KONG, THURSDAY, SEPTEMBER 25, 1930.

PRINCE IN FRANCE
RETURNS HOME AFTER A QUIET
HOLIDAY.

TO STAY AT BALMORAL.

Rugby, Yesterday. H.R.H. the Prince of Wales, who has been enjoying a quiet holiday in France, returned to London today by air from Paris. He flew in his own light aeroplane. He is leaving by the night train for Balmoral, where he will probably remain until the Court returns to Buckingham Palace on September 30.—British Wireless Service.

BIG-SCALE MERGER.

TERMINAL CO. TAKES CONTROL
OF 27 CONCERN.

RUSSIA EXCLUDED.

New York, Yesterday. The Bush Service Corporation, controlled by the Bush Terminal Company, has secured control of 26 old-established European distributing companies, covering every European country except Russia.—Reuter's American Service.

ROOSEVELT RESIGNS
NEW POST FOR VICE-GOVERNOR
OF PHILIPPINES.

MINISTER TO HUNGARY.

Washington, Yesterday. Mr. Nicolas Roosevelt, vice-Governor of the Philippines, has resigned and has been appointed U.S. Minister to Hungary.—Reuter's American Service.

UNION HEAD.

MR. A. HAGDAY, M.P., ELECTED
AS CHAIRMAN.

Rugby, Yesterday. The General Council of the Trades Union Congress to-day elected Mr. Arthur Hagday as Chairman for the ensuing year.

For the past 40 years he has been a permanent official of the National Union of General and Industrial Workers, of which he is a member. He is a member of West Ham Town Council and has represented Nottingham West in Parliament since 1918.—British Wireless Service.

The Preparatory Commission meets on November 3.

GERMAN CRITICISM
OF LEAGUE BODY.

"Has Done Nothing for
the Past Five Years."

LORD CECIL'S WARNING.

Geneva, Yesterday. Lord Cecil, at a meeting of the third committee of the League of Nations, uttered a warning against rushing a general disarmament conference without proper preparation.

This warning followed a speech by Count Bernstorff (Germany),

REDUCED TO RANKS
MUSSOLINI'S LIEUTENANT OUT
OF FAVOUR.

FORCED TO RESIGN?

Rome, Yesterday. Considerable importance is attached to the announcement that Signor Mussolini's chief lieutenant, Turati, has resigned the Secretariat of the Fascist Party and is returning to the ranks of the Blackshirts. He will be replaced by Giurati, formerly President of the Chamber.—Reuter's American Service.

WORLD DEPRESSION.

HEADS OF EUROPEAN BANKS TO
HAVE PARLEY.

REMEDIYING THE EVIL.

New York, Yesterday. The heads of the Bank of England, the Bank of France, and the Reichsbank (Germany), are expected to meet shortly with a view to discussing measures for the alleviation of the world-wide business depression.—Reuter's American Service.

BIAS BAY.

MARINES AND GUNBOATS ON
PATROL.

Canton, Yesterday.

For the suppression of banditry and piracy in the Bias Bay and vicinity, Admiral Chan Chak, of the 4th Cantonese Squadron, has detailed several contingents of marines in the various garrisons, also the gunboats An Pei, Min Sen and Fu Hai for patrol duty in the southern coast of Kwangtung.

The Min Sen returned to Canton on Tuesday morning for coal and provisions for the fleet now on service in this area, and has since left with ample supplies provided by the Admiralty. She is now joining the other gunboats for anti-piracy duties.—Canton Gazette.

Herr Goebels relates to a newspaper article published over a year ago, which is alleged to have contained material calculated to undermine discipline in the army.—Reuter's American Service.



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